

The Hongkong Telegraph.

(ESTABLISHED 1881).

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REUTER'S TELEGRAMS.

POLISH AFFAIRS.

BOLSHEVISM BEING ENFORCED.

London, August 4.
The design to impose Bolshevism upon Poland by force appears to be actually in process of accomplishment. A Moscow wireless message announces that a Provisional Revolutionary Soviet has been formed in the occupied parts of Poland, with the Pole, M. Dzierzhinsky, a sinister figure who is head of the Extraordinary Commission, as one of its leaders. Its manifesto says peace is only possible with Soviet Poland, and when the Government is overthrown a Soviet Republic will be established.

AN ANXIOUS TIME.

London, August 4.
The military situation in Poland is arousing considerable anxiety in view of the uncompromising attitude of the Bolsheviks. The question of helping Poland to defend her frontiers, as defined by the Allies, is complicated by Germany's obstructionist tactics regarding the use of the Danzig corridor, which is the sole communication with Poland. Germany, despite her protestations to the contrary, is strongly suspected of playing the Bismarckian role of fishing in troubled waters.

There is at present no idea of despatching British troops to Poland, but French circles seem to favour the sending of some Colonial detachments.

The Bolshevik advance in Eastern Galicia, furthermore, raises the problem of preventing the isolation of Rumania and the invasion of Hungary.

The Daily Telegraph understands that in view of the breakdown in the Baranovitch negotiations and the obvious Bolshevik intention to crush Poland, the British Government has decided to suspend all negotiations with the Soviet delegates in London regarding the resumption of trade relations, and if the Soviet armies persist in their efforts to enter Warsaw, the Russian delegation will be required to leave England.

NO LONDON CONFERENCE.

Paris, August 4.
The Havas Agency states that the British Government has wired to the Bolshevik Government that in view of its pretension to begin with Poland not only an armistice but peace negotiations, the idea of a London Conference must be abandoned.

SOCIALISTS SUPPORT COALITION GOVERNMENT.

Warsaw, August 3.
The Central Committee of Polish Socialists has approved of the decision of the party executive to participate in a coalition Government for national defence, and has also manifested its supporters, urging concentration on the repelling of the Bolshevik invasion.

THE OIL SITUATION.

U.S. URGED TO FOLLOW BRITISH LEAD.

Washington, August 4.
The Department of Commerce, in a report to the Lands Committee of the Senate, says it appears that the British Government is definitely going into the oil business. It cites in this connection the Government's acquisition of two-thirds of the stock of the Anglo-Persian Oil Company and says it seems imperative that the United States Government should take the same course or find a way of preventing as far possible a monopoly of the future sources of oil supply by the nationals of foreign countries.

WITH GENERAL WRANGL.

ENEMY DESECRATES CHURCHES.

London, August 4.
Communications from General Wrangel, dated July 30, report successful fighting along the whole northern-eastern front, many prisoners and guns being captured. Enemy attacks were heavily repulsed. On the Waldheim front, the Red cavalry of the Second Army was put to flight with heavy losses. White troops have re-taken Korssoon monastery, near Kokhovka. The enemy had desecrated the churches, defaced the icons and used the altar cloth for tobacco pouches.

THE "MESPO" RISING.

ARABS SUFFER HEAVY LOSSES.

London, August 4.
A War Office communique says the situation on the Lower Euphrates is quieter. The Arabs, who attacked our posts to the north and north-west of Hilla, suffered heavy losses. They left 130 dead. There have been further small raids, particularly near Jerbojak. The Kufa garrison is still holding out. Part of the town was fired three days ago.

ROME CRICKET RESULTS.

London, August 3.
Kent beat Hamb. by 165 runs. Warwick beat Derby by 230 runs.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

JOHORE'S FINANCES.

A SATISFACTORY REPORT.

Singapore, August 5.
Johore reports a revenue of \$11,000,000, which is an increase of \$1,750,000. There is a surplus of \$3,750,000. Satisfactory progress is reported in trade, valued at \$100,000,000.

BRIBING MUNICIPAL ARCHITECT.

CHINESE CONTRACTOR HEAVILY FINED.

Singapore, August 5.
A Chinese contractor has been fined \$500 for offering a bribe to the Municipal Architect.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RUBBER DEAL.

Singapore, August 5.
Karangan Rubber Estate, Penang has been sold for \$350,000 to a new company, the profit being \$100,000.

INDUCTION AT SINGAPORE.

Singapore, August 5.
Rev. Mr. Douglas, the new Scotch minister has been inducted. All the Presbyterian clergy of Malaya were present.

TO-DAY'S CHINESE TELEGRAMS.

NEW DEMANDS BY JAPAN.

Shanghai, August 5.
The President has called all the foreign advisers to a meeting in regard to the present political situation. Commander Wong Wai-hing has informed the President that most of the leaders in the present crisis have taken their refuge either in the Japanese Legation or garrisons, and has requested that their surrender should be demanded from the Japanese Minister. The alliance of eight southern provinces is imminent. A general office for the delegates of the eight provinces has already been established in Shanghai.

Most of the soldiers of the Frontier Defence Army have been disbanded. A sum of \$10 was given to each of them to cover home-ward expenses.

As a result of the firing on a Japanese ship and the killing a Japanese by the Southern soldiers, the Japanese Government has made eight demands on the Government and insists on an immediate reply. The Foreign Affairs and the War Ministries have despatched officers to Hunan to have the matter investigated.

TO-DAY'S MISCELLANY.

There are curious points of relationship between the career of Disraeli, whose biography is now a finished work, and that of Mr. Lloyd George. That both of them should have been trained for affairs in solicitors' offices is a point of resemblance more apparent than it is real, because Disraeli was only in the law through a period of indecision. He never either became a solicitor or saw himself as one, whereas Mr. Lloyd George at the outset of life can never have seen himself clearly as anything else. Wills which were witnessed by the present Prime Minister when he was an articled clerk or made by him when he had an office of his own must still be coming into effect in the "Lloyd George" parts of North Wales.

An unsuspected handicap to the efficiency of medical and surgical treatment in New York has just been brought to light through an inquiry carried out by the State Department.

as well as in private practice, and it was found that 54 per cent. of the instruments examined were unreliable. It appears that when the war interfered with imports some American manufacturers who had no knowledge of thermometers, entered the business of making them, with the result that many of their products were of such a low grade as to be unfit to be used on a sick dog. The American desire for speed is also blamed. Even with materials and designs as those of the imported articles, many manufacturers, it is said, are so anxious for a large and rapid output that their instruments are turned out hurriedly and tested carelessly. In consequence of this inquiry the compulsory standardisation of clinical thermometers is likely to be secured by an amendment of the Sanitary Code.

In more essential particulars than the Disraeli and Mr. Lloyd George, the two men are alike. Both were Prime Ministers of England, and both were known as "Lions of the Lobby".

AT LAST.

DELAYED AMERICAN MAILS ARRIVE.

Quite unexpectedly, the mails which were held up at Vancouver by a dispute between the Canadian Government and the C.P.O.S. arrived here by the Toyohashi Maru last night. Previous expectations had been that they would be despatched here by the Kashima Maru, which, as a matter of fact, arrived here this morning, but had no mails that could be stated to be included in the batch that was held up.

There were about 300 bags consigned here from America, Japan and the North, and of these up to noon about 100 had been landed. The Toyohashi Maru is one of the steamers engaged by the Postal Authorities on contract terms.

Advices have not been received as to the result of the C.P.O.S. mail subsidy question now in course of argument, and it is surmised that future mails for Hongkong will continue, as in the present instance, to be delivered by Japanese contract steamers.

with them because, though Mr. Asquith also was without relationship to the governing families, he was rather Balliol-made than self-made, and went forward by the recognised high road of Oxford and the Bar. But with this one possible exception every other Prime Minister of England has either belonged definitely to the aristocracy or, like Peel and Gladstone and Campbell-Bannerman, been born with a silver spoon in his mouth, and we shall not find a case anything like those of Disraeli and Lloyd George until we get as far back as the great Chatham, who came of an impoverished family and made an unpromising beginning for politics by taking a commission in what they used to call the Blues. Disraeli and our present Prime Minister resemble each other still more significantly as being the only two "racial" Prime Ministers England has had. The Premiership of each of them has been the promotion not only of a man but of a race, and for that matter a religion.

The Scots may have acquired their love of bagpipes from England, not from Ireland, as suggested by Commander Kenworthy in the House of Commons. In 1865 Mr. James Moncreiff, then Lord Advocate, told an Edinburgh meeting that the bagpipe was an essentially English institution. "The English," said he, "were the original bagpipers. Shakespeare, who was an authority on music, often refers to the bagpipes, but he does not introduce them into 'Macbeth.' The armies in 'Macbeth' do not march on Dunsmuir to the sound of a bagpipe; but he speaks of the drone of the Lincolnshire and the Yorkshire bagpipe, and of a person 'laughing like a parrot at a bagpipe'—all without the slightest Caledonian reference. And when we look at the works in the Register House which show how our former monarchs spent their income, we find their expenditure for music put down in such entries as 'To the English piper, 3s. 6d.' The Scots were not pipers; they were harpers. The harp was the old Scottish instrument, and, I believe, continued to be the Scottish instrument until a very recent period." This speech provoked a lively controversy in "Notes and Queries," the consensus being that, whilst the Lord Advocate was right in holding the bagpipe to have been in early times more popular among the English than among the Scots, he was wrong in calling it essentially English.

FULL COURT.

IMPORTANT MARINE CASE.

The Full Court, comprising the Acting Chief Justice, (Mr. Justice H. H. J. Gompertz); Mr. Justice Skinner Turner (of H. B. M.'s Supreme Court, Shanghai); and Mr. Justice J. R. Wood, heard this morning the appeal of the Hung King Steamship Company, the owners of the s.s. Laertes, against the judgment of Sir William Rees Davies, dismissing their claim against the Tai Sun Marine Insurance Co., Ltd., for the recovery of \$20,000, being the amount of the policy taken out with them on the profits of the Laertes.

The Hon. Mr. E. H. Sharp appeared for the plaintiffs-appellants, and Messrs. E. Potter and F. C. Jenkin for the respondents.

The Hon. Mr. Sharp, in opening the case for the appellants, said the case was to review the judgment of Sir William Rees Davies on January 14th last. The facts in connection with this action were very few, and the documents to which it would be necessary to refer their Lordships were also few. On May 19, 1917, the s.s. Laertes was chartered for a period of 12 months to the plaintiffs, who were the appellants in this action. The vessel was chartered to the Ho Hang. That was the first fact in the documents. The Laertes was chartered for \$30,000 a month on May 19th. On June 18, 1917, they had the second fact in the documents to which it was necessary to refer their Lordships. On that date the appellants entered into a policy. In fact they undertook to take two policies on that day with the marine insurance Company in question for 12 months from that date. First, the hull and the machinery of the Laertes were insured for \$20,000, so far as this particular country was concerned. The appellants entered into a second policy, which is now in dispute, before their Lordships, for the same amount of \$20,000 on the profits of the ship. There were altogether 17 policies entered into on the profits of the ship. The aggregate amount of those profits was valued at two lakhs of dollars. Fourteen of those policies had been paid, and the particular one before their Lordships had not. The next fact was that on December 15, 1917, the ship was a total loss, as a result of a collision in the Straits of Malacca. The insurance Company had already paid the \$20,000 on the hull policy. Shortly after this date the insurance Co. went into liquidation. The appellants put in their claim on the policy on profits of the Laertes, and the liquidator demanded from the appellants particulars and vouchers of all profits earned by the Laertes before the collision. The appellants considered that they were under no obligation to account to the insurance company for any actual profits which the ship had made for five months prior to her sinking. Mr. Sharp argued that the appellants were under no obligation to prove their actual loss, because under their policy they were entitled to be paid \$20,000. The value of the ship was put down at \$200,000. The policy on the profits was to be paid in the event of the total loss of the ship. The applicant claimed from the liquidator the said amount of \$20,000 on the hull and machinery of the ship, which was paid, but the policy of \$20,000 on the profits was not paid. The liquidators demanded from the appellants particulars of the profits, but the appellants raised an objection. The Chief Justice held that the owners must account for all earnings actually made, and could only recover the balance between what they made and the agreed valuation. The appellants then found that they could not

INTERPORT CRICKET.

SHANGHAI TEAM TO VISIT HONGKONG.

The sporting public will be interested to hear that there is every probability of interport cricket contests taking place in Hongkong this autumn. Mr. L. R. Greenhill, the Hon. Secretary of the Hongkong Cricket Club, informs us that the Shanghai Cricket Club hopes to send an interport team to the Colony, probably about November 8th. It is many years now since we had any interport cricket, and the coming contests will no doubt be eagerly looked forward to. It is to be hoped that a team thoroughly representative of the cricketing talent of the Colony will be got together.

THE CADETS.

Orders for the Cadet Company of the Hongkong Volunteer Defence Corps by Lieut. A. O. Brown state:—

PARADE—BATHING.

Launch will leave Blakes Pier at 5.15 p.m. on Wednesday, 11th instant and call at Kowloon ten minutes later. Officer detailed for duty: 2nd Lieut. A.J.M. Weyman.

STRENGTH.

Cadets A. Clark and J. Clark joined on 27th ult. and are posted to Section 3.

DAY BY DAY.

Our Pictorial Supplement to-morrow will include photographs of the late Mr. de Journal and the late Mr. R. Brand.

Mr. Smith, the General Manager of Messrs. Whiteway, Laidlaw and Co., Ltd., is leaving on Saturday by the s.s. Victoria on a three months' holiday. During his absence Mr. W. A. Webb, the Assistant Manager, will act for him.

SHANGHAI SPORTING CLUB.

With a membership of over 1,300, the Cercle Sportif Français building and ground in Shanghai have been found able no longer adequately to care for their needs, and a proposal is to be laid before the members to transfer the Club to a new building to be erected in the Verdun Gardens, where a new and very much larger club house will be built.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2/4d.

THE WEATHER.

2 p.m. Barometer:—29.66. Temperature:—89. Humidity:—72.

DON'T FORGET.

TO-DAY.

Theatre Royal.—Frawley Co. presents "Polly with a Past"—9.15 p.m.

Coronet Theatre.—5.15 and 9.15 p.m.

Hongkong Theatre.—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Theatre Royal.—Frawley Co. presents "The Girl of the Year"—9.15 p.m.

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GENTLEMAN RIDER CHARGED.

STORY OF A DARK HORSE.

Peter Christian Barrie, the racehorse owner and gentleman rider was remanded at Bow-street Police Court London, on a charge of obtaining £167 19s. 6d. by false pretences from Messrs Weatherby and Sons, agents for the Jockey Club, and was remanded. The proceedings, which were taken at the instance of the Jockey Club authorities, arose out of the Stockton race meeting last autumn, and concerned the entry of a two-year-old, Coat of Mail, for one of the races.

Mr. C. F. Gill, K.C., who prosecuted, said that last October Barrie entered a horse which he described as "Coat of Mail, a two-year-old, in the Faceby Plate at Stockton, on the 25th of that month. He raced in the name of Barrie, and owned and trained horses under that name. In this particular case he used the name of A. Pearson, and gave the Hotel Victory, Leicester-square, as his address. According to his information, said Mr. Gill, Barrie was not at the hotel at the time, although he frequented it and had a large number of letters addressed there. There was such a horse as Coat of Mail, Mr. Gill added, but the horse Barrie actually brought to the race was a three-year-old called Jazz.

"I don't know if you know about racing," continued Mr. Gill, addressing Mr. Graham Campbell, the magistrate, "but if a three-year-old is racing against a two-year-old at the same weight in October, it is hardly fair, for the difference in weight should be something like two stone."

"Having brought the horse there, Barrie gave no unnecessary publicity to it. It was not walked in the paddock at all, but kept in its box until the last moment. Barrie engaged Mr. Griggs, the well-known jockey, to ride the horse, and he mounted just in time to get down to the post to start."

"You will not be surprised to know that Jazz, being a useful horse, led throughout and won by three lengths. He started in a field of eight, first favourite at 5 to 2, which means he was backed for very large sums of money."

The horse was commented upon in the sporting Press, continued Mr. Gill, because of its remarkably successful first appearance. It had never run before, nor since.

The jockey, Griggs, had since seen and identified the horse which he rode, and it had also been identified by the person who sold it a day or two before the race was run. In the month following the race, Messrs. Weatherby thought it desirable to try to get some information about this horse, and on November 7 they wrote asking Barrie by whom it had been trained.

JOCKEY CLUB'S QUESTIONS.

He replied on Hotel Victory newspaper: Re yours of the 7th inst. "Coat of Mail" will be sent to Mr. Bird at Epsom for training, but unfortunately he got cast in the horse box and was injured. Mr. Bird will inform you when he receives it. Re the same when at Stockton, will you please post cheque—Yours faithfully,

A. W. Pearson.

Messrs. Weatherby accordingly forwarded a cheque for £167 19s. 6d. in that name to the Hotel Victory. Barrie took no risk of passing it through his own account, but tendered it to a firm of Regent-street tailors in payment for a fur coat and rug.

In reply to Barrie's letters, Messrs. Weatherby, who were still anxious for information, wrote on November 11:

We note that you intend to send your horse, "Coat of Mail," to Mr. Bird for training, but the question we asked is, "By whom has the horse been trained during the time he has been running this season?" Your reply by return of post will oblige.

This letter was not answered, and on November 21 Messrs. Weatherby wrote again:

The stewards of the Jockey Club require you to inform them without delay by whom Coat of Mail was trained up to the time it ran at Stockton.

To that Barrie replied with a very ingenious letter, said Mr. Gill:

I regret the delay in answering your letter, the reason being that I have been over to Belgium. For your information, Coat of Mail has been at my farm for some two months, and has been not exactly in training, but out at exercise with hunting horses

BRITAIN'S WAR BILL.

A TAX-PAYER'S GROWL.

"Vox" writing in the Sunday Chronicle says:—

The impression prevails in America that we have done well and are doing well out of the war. I observe that in America direct taxation is £3 per head. In Old England it is £12 per head, to say nothing of indirect taxation on our tea, our sugar, our theatre ticket, our tobacco and the match we light it with, and nearly everything we consume. We are by a long way the heaviest taxed people in the world. Furthermore we owe Uncle Sam a trifle of £1,000,000,000. Also he has bought up the sugar crop, whereby it now costs us more to sweeten our bitter cup.

Sir Auckland Geddes, our Ambassador to the States, has been at pains to assure America that Britain is an enemy to none. I concur. And I submit, on the contrary, that Mr. Bull is the generous friend and benefactor of everybody. For example, here are the little bills for money lent to our allies:—

Russia	£568,000,000
France	470,500,000
Italy	470,000,000
Belgium	85,500,000
Greece, Portugal, Rumania, etc.	51,000,000

Total £1,645,000,000

Russia will, I fear, have to be written off as a bad debt. We have agreed that France's payment of us shall depend on Germany's payment of the indemnity to France. So if the Huns pay nothing we get nothing.

And now all the other debtors claim the same concession. Let us cherish the optimistic view that our grandchildren may get the money. But as for ourselves, it is not unlikely that we may be confronted, by and by, with three-penny postage, a bit more on the income tax and tobacco at a guinea an ounce. We are obliged to spend 200 millions this year on the Army and Navy, we are up to our ears in debt, and we are afflicted with two-penny postage and whisky at 12s. 6d. a bottle.

Meanwhile our direct taxation is £15 a head. In France it is £7 7s. 6d. So we may regard with merciful tolerance the attitude of a British citizen at Higham—plasterer's labourer—who, "taking an application for income-tax as an insult, threw it on the fire." And for the solace of those who think our rich men don't pay enough, I may mention that the proportion of their income that goes in direct tax is from 13s. to 16s. in the pound. Rich or poor, none of us escape—we lucky people who have done so well out of the war. A widow who had £200 a year in 1913 and still has that amount nominally coming in, has in reality less than £90 a year.

The Chairman of the Royal Insurance Co. at Liverpool says that they have to pay for the year £1,300,000 in taxes. Out of every pound earned in profits and interest 13s. 4d. goes in taxation. This means that their 5,000 employees spend two-thirds of their working time as unpaid taxpayers. And so, while everyone is exhorted to economise, I confess to some sympathy with exasperated citizens who protest against the expenditure of £3,000,000 on putting the Army inured. It is a waste of public money that justifiably causes the taxpayer to seethe. The glory of the Army is imperishably allied with khaki. And it is khaki, not red, that is cherished and venerated in the memories of grateful Britons.

under the charge of my groom. About a fortnight previous to his running at Stockton, I asked several trainers to take him, but unfortunately they had no boxes vacant. A friend of mine asked Mr. Bird to take him over at Stockton, but, unfortunately, he (Mr. Bird) never arrived to do so. I am sorry if I have transgressed any of your rules, but I was led to understand that a horse trained by the owner on his private grounds could be classed as training privately.

This letter, continued Mr. Gill, was ingenious, but gave no information, the fact being that Barrie had come to give. His object was to try to induce the Jockey Club stewards to come to his inspection. Subsequent information came to the knowledge of the police, with the result that the real story came to light. Apart from this case there would be another charge to be gone into.

SPREAD OF DISEASE.

HUMAN CARRIERS.

Dr. J. C. G. Ledingham, C.M.G., D.Sc., M.B., of the Lister Institute, London, writes in the Daily Mail:—

It is only within comparatively recent times that the human carrier of infective disease germs has come to be regarded as one of the most important sources of epidemic disease prevalence and, without, one of the most perplexing problems in the path of the sanitarian.

The great majority of persons, possibly 95 per cent. of them, who have survived an attack of diphtheria, typhoid fever, dysentery, cerebro-spinal fever, or cholera get rid of all trace of the infecting germs after a period which varies somewhat in different diseases but generally amounts to a few weeks.

The disappearance of the infective germs in such cases is a perfectly natural and physiological process, and may be regarded as the outcome of a struggle between the germ and the defensive forces of nature which, by the way, the germ itself has been the chief means of calling forth. The germ disappears, not from lack of sustenance but from inability to escape the germ dissolving substances in the blood and tissues of the human host.

In a small proportion of convalescents, however—perhaps 2 per cent. or 3 per cent.—this complete disappearance of the germ does not take place, and though to all appearances these persons may look well and feel well, they continue to harbour for an indefinite period the germs which infected them.

What does this mean?

The whole facts are not known to us yet, but there would seem to be good evidence that in these cases of persistent carriage—e.g., diphtheria carriers of some months' standing or typhoid carriers of many years' standing—the germs have managed to lie up in certain recesses of the tissues to which the defensive weapons in the blood have difficulty in securing access.

In the chronic diphtheria carrier, for instance, the diphtheria bacilli find a nidus deep in the crypts of the tonsils, which are as a rule inflamed and swollen, while in the chronic typhoid carrier the most usual site for the typhoid bacilli to lie up in is the gall-bladder or some part of the urinary tract, such as the pelvis of the kidney.

Thus, one type of typhoid carrier with gall-bladder trouble continues to discharge the germs by the faeces, generally in an intermittent manner, while the urinary carrier—the less frequent and perhaps more dangerous type—discharges the germs in colossal numbers with the urine.

Though attempts to transmit typhoid fever to animals such as rabbits have not met with success, recent research has shown that we can reproduce in rabbits the typhoid-carrier state, and consequently a means of studying its problems has been opened up.

In cerebro-spinal fever, or so-called spotted fever, which during the war obtained a strong footing among our military camps and civilian population, the causative germ, known as the meningococcus, is found in the throats not only of all persons attacked by meningitis but also of a varying proportion of otherwise healthy contacts and even non-contacts. The latter as a rule only rarely fall victims to meningitis. They may, nevertheless, pass the germs on to the more susceptible members of the community, such as children and young adults, whose defensive powers are not equal to the task of restraining the germs within the barrier of the throat.

For the administrator the carrier problem presents difficulties which only further epidemiological experience and bacteriological researches are likely to solve.

Numerous epidemics of typhoid fever have been arrested by the discovery of some carrier who has unconsciously been responsible for spreading infection, sometimes through his or her infected excreta gaining access to milk supplies or in many other ways.

Much good can be done by instructing carriers as to the means they should adopt to reduce to a minimum their power of infectivity for other people. The problem of curing or bacteriologically sterilising the carrier is a much more difficult one.

Many treatments have been attempted in the case of the chronic

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RARE JACOBITE WINE GLASSES.

SOME FINE EXHIBITS.

There was opened recently at 8, St. Mary Abbott's-terrace, Kensington, an exhibition of very fine and rare Jacobite Wine glasses the property of Mr. Cecil Davis, of Westonsuper-mare.

Most of the pieces are from the now famous collection discovered about twelve years ago at Oxburgh Hall, the seat of Sir Henry Bedingfield a "trouvaille," which was made familiar by its exhibition at the Victoria and Albert Museum. One of the choicest of the Jacobite glasses is the "Protender" goblet, which bears an inscription different from any one of those on similar pieces.

It reads:—

"Charles ye Great ye Brave the just and good,

Britannia Prince ye noblest of her Bld,

Thy glorious Feats ye world may Prom,

Britannia Glory and Britains shame."

There is also a glass inscribed to Sir Watkin Wyn, founder of the celebrated Jacobite Club known as the "Cycle Club." The "Houghton" glass, bearing a nonsensical version of the Bedingfield treasures, and the "Berkeley" glasses include a unique portrait goblet inscribed "Carolus," which is referred to by Hartsborne.

Jacobite wine glasses bring big prices in these days. On May 8 £200 was paid at Sotheby's for an example, 7 inches high, with a hitherto unrecorded inscription: "Reddise cujus cujus suum."

typhoid carrier, but nothing so far has been found to be effective short of surgical intervention directed to the actual focus of vegetation in the gall-bladder or urinary tract. As however, gall-bladder troubles associated with the carrier state do not by any means invariably give rise to ill-health, surgical interference directed solely to the bacteriological sterilisation of an otherwise healthy carrier would only in exceptional circumstances be indicated.

Similarly in the chronic diphtheria carrier, surgical intervention directed towards the removal of enlarged tonsils or hypertrophied nasal tissue offers the best chance of bacteriological sterilisation and has been frequently employed with success.

Besides the mere presence of the germ in the carrier's tissues, other factors may have to be considered and carefully studied, if we are to reach a correct appreciation of the hygienic importance of the carrier. It has been shown experimentally, for instance, that the germ in the throat of the diphtheria carrier is liable to alterations of virulence during its "vegetative" sojourn. Epidemiological and bacteriological research must go hand in hand if we are to reach sound and practical conclusions in this important field.

Y.M.C.A. SURPLUS.

BALANCE OF NEARLY \$33,000,000.

The question as to what the American Y.M.C.A. did with the vast funds raised for war purposes through popular subscription and what has become of the surplus is answered in its recently published report. The total funds placed in the hands of the War-Work Council for work among soldiers under the American flag and for soldiers under Allied flags as well, particularly the French and Italian, amounted to about \$162,000,000. The outlay up to the close of 1919 was \$129,000,000. The balance of nearly \$33,000,000, we are told by *The Continent* (Presbyterian), "has constituted a difficult problem for the finance committee." The money could not be returned to the donors, and since it was impossible to go on with the work for which it was expressly contributed, owing to the unexpectedly early ending of the war, it became the task of the administrators to settle upon such disposition as would seem best to meet the approval from supporters of the original programme. As to how the problem was met we learn:

"The decision as published begins with the donation of \$1,621,000 to the Federal Government for continuation of welfare work in Army and Navy up until July 1, when at the beginning of the Government's fiscal year the first Congressional appropriation for this purpose will become available. An additional sum of nearly a million is set aside to continue Y. M. C. A. work with the detachments of the Army still doing guard duty on the Rhine in Germany. Another lump of \$5,000,000 is allotted to be spent in scholarships for former soldiers, sailors, and marines who wish education.

"It has also been determined to go on with Y. M. C. A. service to the Allied armies and to prisoners of war until peace conditions are fully restored, and \$11,000,000 is allotted to this purpose. Out of a large unallotted surplus still remaining, it is proposed to retain for at least two years a reserve fund which the Y.M.C.A. will keep in hand for any other national emergency in which it regards itself the able to serve the public interest. An interesting item brought out by the audit is the fact that the operation of the canteens in France, where a deficit was considered certain, showed an unexpected balance of \$500,000, because the French and American governments remitted a lot of transportation charges. This sum has been donated to the American Legion."

£1,000 FOR CANCER PATIENTS.

The late Bishop of Carlisle, Dr. John William Douglas, who died on March 24, aged 73, left £1,000. His bequest was given to Carlisle diocesan charities, and subject to his widow's life interest, £1,000 to the Cumberland Infirmary, Carlisle, to endow a bed for cancer sufferers.

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SECRETS OF THE GERMAN NAVY.

WHY BRITISH TRANSPORTS WERE NOT ATTACKED.

By special arrangement with the publishers *The Daily Mail* has been able to give in advance a full account of the contents of the first volume of the official German history of the war at sea ("Der Krieg zur See, 1914-18." Band I. Berlin, Mittler), which is of great political and military importance.

It covers the preparations for war made by the German Admiralty and the operations in the North Sea during the first months of the war, and it includes many documents and 35 maps and charts for the most part printed in colours. The author, Commander O. Groos, of the German Navy, makes a commendable effort to show impartiality.

On August 2 war with Russia began, and "about midday on the British side all cable communications with Britain, including the Belgian and Dutch lines, were suddenly interrupted, and this, coming with a warning from the German Foreign Office, led to a fear that a British operation against the Bight of Heligoland might take place that night."

Surprise was felt at the time that the German Admiralty did not carry out its plans for a great attack on British cruisers by German auxiliary cruisers. The explanation is given by Commander Groos. These cruisers were not sent to sea because the German Government feared that their despatch would lead to immediate war with Britain.

TRANSPORTS FUZZLE.

German strategy was fixed by an order issued by the Kaiser which ran as follows:

"1. The aim of the operations is to weaken the British Fleet by attacks on the vessels watching or blockading the Bight of Heligoland and by a ruthless mine and, where possible, submarine offensive, pushed to the British coast."

"2. After forces have been equalised by this strategy and all our ships have concentrated and are ready for action, our Fleet is to seek to bring on a battle in favourable conditions. Should a favourable opportunity to strike occur earlier it must be seized."

"3. War against commerce is to be conducted in accordance with the rules for capture. The Chief of the High Sea Fleet will decide to what extent it is to be carried on in home waters. The vessels intended for it in foreign waters are to be sent out as soon as possible."

The extraordinary inactivity of the German Navy in the first weeks of war, when it attempted no operations against the transports which were carrying the British Expeditionary Force to France, has always been a puzzle. We are told that shortly before the war the Staff decided that this movement of transports could best be hampered:

"By U-boat operations and by laying mines in the sea routes and entrances to the ports of embarkation and disembarkation. In the most favourable conditions the employment of our main force only promises the delay of the transports."

On August 7, information was received from Holland that the transport of the Expeditionary Force had begun; and on the 8th the Kaiser sent these orders:

"The transport of the English Expeditionary Force is in progress—probably to Zeebrugge, Ostend, Dunkirk, Calais... His Majesty orders attack by torpedo-boats and mines, and especially by submarines. The conduct of attacks must have regard to the prospect of success and weather and other special conditions."

MOLTKE AND THE B.E.F.

This was a half-hearted order, and it did not contemplate the employment of the main German forces. But a most remarkable explanation of it is given:

"The military command made no demands of this kind on the Navy. It appeared, if the truth were told, not to rate very high the importance of the efficient but numerically weak Expeditionary Force. In any case, the Chief of the General Staff (Moltke) in his own person at the beginning of the war, told the Chief of the Operations Section of the Admiralty Staff, Commander Heydel, who asked him whether the Army regarded the destruction of the transport as of great importance, that the Navy need not disturb its operations for such a matter. The Army in the West would be only too pleased to settle accounts with the 160,000 British, a point

SINN FEIN.

WORK OF THE POLICE COURTS.

The *Irish Bulletin*, the official organ of Sinn Fein, in its issue of the 17th June contains a summary of the activities of the Sinn Fein police and the sessions of the Sinn Fein courts reported since the issue of June 3. At the outset it is stated—

"It will be seen from the summary that the operations of these Republican courts is universal throughout Ireland. It will further be seen that the Republican authorities are as scrupulous in protecting the property of ex-soldiers, ex-police, British Excise officers, British noblemen, and British army captains as they are in protecting the property of Republicans. When ex-soldiers are brought before these tribunals they are given absolute justice. The list contains reports of 41 Republican courts, of 84 arrests of criminals by Republican police, and of the preservation of public law and order and the suppression of crime by Republican authorities in 24 of the 32 Irish counties."

"The list, long as it is, covers a period of only 13 days. No more striking illustration could be given of the fact that the Irish Republic is functioning successfully in spite of the enormous effort now being made to suppress it by British troops and police."

"The British courts in Ireland were completely ignored by the Irish people and had frequently to disperse without conducting any business."

The *Bulletin* then sets out the counties within which the courts were held, the places where offences were committed, and decisions of the courts. The following cases are typical.

TYPICAL CASES.

County Galway.—At Tuam the Republican police arrested a man for savagely beating a woman of 90 years. Sentenced 6 months' imprisonment with hard labour.

County Kilkenny.—At Gowran Park Races the Republican police arrested a pickpocket who was found to have £105 on him. Two men selling bogus entrance tickets were also arrested. Trouble in the town after the races was prevented by the arrest of two disorderly characters. At 8 p.m. the Republican police decided that too much drink was being consumed, and they closed all licensed premises.

In County Clare four men arrested at Ennis were heavily fined on a charge of assault arising out of a land dispute.

County Galway.—At Ballinasloe two men who violated an agreement made by the Republican Court were arrested by Republican police and fined £5 each.

King's County.—At Tuam the Republican police held up and confiscated intoxicating drink which was being taken for sale at a Gaelic athletic festival.

County Kerry.—At Killarney the Republican police arrested a young man for using obscene language to passers-by. The accused pleaded drunkenness, refused to abstain from drink, and was sentenced to one month's deportation from the district.

County Monaghan.—In many parts of the county Republican police detected and suppressed illicit stills for the manufacture of alcohol. At Republican courts the owners were fined £5 each, and all plant was confiscated. Two men were arrested by the Republican police for the theft of £50 from a farmer. They were found guilty and heavily fined.

In North Kildare a young man was arrested by the Republican police for cattle-stealing. The cattle were restored by the culprit, who was heavily fined. The city Republican police at Cork recovered furs stolen from the business premises of Messrs. Rohn and Son.

of view which was shared by many as the result of the favourable course which the offensive had at first taken in the West."

Submarine operations against the transports were considered to be difficult because of the want of sea-marks, the number of shoals, and the strong currents of the Channel. A feeble effort was, however, made by four U-boats which left Heligoland on August 8 to attack the transports, but the weather was bad and various troubles occurred.

They did ascertain that there was no strong British covering force east of the Channel entrance, and concluded that either the Expeditionary Force was not really being landed or else that

PREMIER AND M. KRASSIN.

DEFENCE IN THE HOUSE.

"You will never have peace in the world without peace with Russia, and I will not guarantee the stability of any land unless you get peace," declared the Premier in Parliament in defending his negotiations with M. Krassin, the Bolshevik envoy now in London.

The Prime Minister said that the Allies regarded it as essential in the interests of the world to resume trade relations with Russia. With a dislike and shrinking from doing something which looked like going back upon a former policy, the Allies had yet come to the decision unanimously in the interests of the hundreds of millions that they represented. ("Hear, hear.")

Mr. Kennedy Jones: Who proposed the policy, may I ask? (Cheers.)

The Prime Minister: I really don't think that very much matters, but if my hon. friend thinks that any one of us shrinks from it I accept full responsibility, not only for taking part but for promoting it, and I am glad that all my colleagues agree with me. (Cheers.)

Before the war Russia produced 25 per cent. of imported foodstuffs of Europe. He knew that opinions differed on this point, but there were many who said definitely that Russia had prodigious quantities of grain and raw material. He had a telegram, received from Poland that morning, in which the Poles said that they had come to the conclusion that there are in the Ukraine alone considerable quantities of wheat for export.

Proceeding to ask whether it was suggested that we must not trade with Russia because we disapproved of the Russian Government, he said that unless war was declared there was no precedent for taking such action. Then he was told that we must not trade with Russia on account of the atrocities. What about the Turkish Government? Had there been any atrocities in Russia exceeding in horror the atrocities perpetrated by Turkey? But did we cease trade with Turkey for a single hour?

TRADE AND ATROCITIES.

This country has opened up most of the cannibal trade of the world. (Loud laughter.) We must take Governments as we find them, and thank God how happy we are here. Renewed laughter and cheers.) Let us look at this question without prejudice. You cannot afford too many prejudices if you are in trade. You cannot always examine the record of your customers. (Laughter.)

"Not their principles?" Interrupted Mr. Kennedy Jones.

The Prime Minister: I think I would rather not discuss that with the hon. member, but with someone else who may be a greater authority on the subject. (Laughter.)

Before the war Russia exported 4,000,000 tons of grain, he continued, every grain of which was needed by the people of Europe, including Great Britain; millions of tons of timber, and scores and thousands of tons of flax, all needed by the industries of the world. When ought we to trade with Russia? It would be an act of gross folly to say that we would never trade with Russia so long as there was a Bolshevik Government.

Col. Archer-Shee: M. Clemenceau said so.

The Prime Minister: I know far more of what M. Clemenceau said than my hon. friend does. No doubt he said that would be so long as the Bolshevik Government were guilty of atrocities. ("They are.") Then as long as they are guilty of it they will not be recognised. But to say that you cannot trade with peoples whose Governments are guilty of atrocities is to rule out more Governments than I dare to think of. (Laughter and cheers.)

Were we going to crush Bolshevism because it was an evil thing? We had lost hundreds of thousands of lives; were we prepared to lose hundreds of thousands more? We had got a debt of £2,000,000,000. Were we going to pile up another £300,000,000 or £400,000,000? Emphasising the need for peace in Europe, he said that; world was bristling with opportunities for quarrels. Hand-grenades were scattered over the land, and one had got to walk warily as if explosion was to be avoided.

The covering force was much farther west than had been supposed. This latter conclusion was correct.

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ENGLISH BALLET.

MISS PHYLLIS BEDELLS
AND ENGLISH
TERPSICHOIRE.

I accepted the proffered cigarette and ask into the cosiest of armchairs. Miss Phyllis Bedells, a little weary from prolonged rehearsing at the Alhambra, told me of the pronounced success achieved by her ballet company at their last engagement, and of their certain belief that the public was at last realising how well English girls can dance. She reminded me, not without a certain note of asperity in her voice, that Madame Pavlova's dancers were almost without exception British, though their names might be difficult to pronounce by British tongues.

"What do you think of Pavlova?" I interrupted. "Wonderful," she replied, her eyes sparkling. "Absolutely wonderful. I'm a regular attendant at Drury Lane, and—well, she makes me green with envy. I laughed and murmured something about personal charm being greater than perfect technique, but Miss Bedells shook her head at me as though to say: "I have been honest with you: why not be honest with me?"

There was a pause. Then suddenly I knew that she was not altogether happy, not on account of professional jealousy, for in that case it would not have been referred to, but for some entirely different reason. I bethought me of the unlooked for storm on Wednesday in North London, when the gay sunshine had been swiftly and completely extinguished. Could such a storm, in the metaphorical sense, have nipped the tender buds of English Ballet at the Alhambra?

FINANCIAL SUPPORT WANTING.

The underlying cause of Miss Phyllis Bedells' unhappiness is that no one seems willing to support English Ballet financially. "We have got everything necessary except the money," she said. "We have got as good dancers as you will find anywhere, as good music, as good scenery, and as good producers, but nobody will help us to bring all these together and make of them a great English art. The people who are backed are the people who are

ZIONIST MOVEMENT.

JEWS HANGING BACK.

Bombay, July 15th.—Mr. O. S. Heizer, who is in Bombay on his way from Bagdad to Jerusalem to take charge of the American Consulate under the new British mandatory, interviewed to-day, said that there has been a powerful back to the land movement among American Jews for years, which has been fostered mainly by the Rabbis of the Jewish Reformed Church. In many American cities the Jewish quarter is much congested. Up to the present in America the effort to induce Jews to take up agricultural pursuits has not been very successful. The Jew seems much to prefer trade and shop-keeping; that is just the reason, continued Mr. Heizer, why I am doubtful of the response that this new movement will get. All the Jews I have talked with have been enthusiastic about the project from the sentimental and theoretical point of view, but I have yet to talk with any Jew who knew of any inclination among Jews to return to the Holy Land. In fact my information is that even now the Jewish residents of Palestine are not diminishing their personal migrations to all points of the compass. There are 50,000 Jews in Bagdad, but there is positively no sentiment in favour of returning to Palestine. The Jews have familiarised themselves with the scheme for developing the country, but they are not enthusiastic about it from their own personal tendencies, only as a matter of sentiment.

funny foreign names. It is a tragedy. It breaks one's heart." "Even with the money," I demanded, "do you think that you could beat the foreigners at their own game? Could you surpass the Russian Ballet?" "We could equal it," she returned with decision, "and we could give English audiences stories reflective of their own lives instead of stories which it is hard to believe are true. I guarantee that if we were to succeed in obtaining the money we require within a year we could produce a Ballet as attractive as anything as Madame Pavlova's, and with the obvious exception of Pavlova herself, as well as her troupe."

KOWLOON NOTES.

(BY "THE FERRYMAN").

When are we to get some decent weather? The Clerk of the Weather must be a near relation of "Pussyfoot" Johnson, I should think. He's sending us plenty of water, anyhow. Last month, I see, we got over 28 inches of rain, and we've had more since. There's only one bit of satisfaction in it all, and that is that the summer is slipping by without any very great heat. Fog? Oh, no; we don't have to bother about that in Kowloon, thank you. We leave that entirely to the Peak folk. It's the one thing we wouldn't rob them of for worlds.

Talking of weather, I'm glad to see that as the result of correspondence in the *Telegraph* we are in future to get the storm warnings exhibited in plain English on the ferry piers, the Harbour Office and the Post Office. The skeleton notice has already been painted up, so next time the storm signals are hoisted we shall be able to get a clear idea of what they mean. By jotting down the Longitude and Latitude given, it will be possible, by reference to the maps displayed on the ferry wharves, to see exactly where the typhoon is.

I suppose it's one of the penalties of Government service to suffer public criticism. All the same, I cannot help thinking that some very unnecessary hard things have been recently written about the Observatory in the local Press. To be sitting up day and night taking observations of typhoons and then to read unqualified abuse of the institution and its staff must be very disheartening to the Observatory folk. I'm wondering what some of those self-imagined experts who criticise others would do if they were responsible for issuing the warnings? It's the same old story of everybody knowing more about a certain job than the man who has spent his life at it. You, Mr. Editor, must know what I mean. Who knows best how to run a newspaper? Why, the man who really doesn't know the first thing about it. 'Twas ever thus.

Our friends "The Black Cats" are to appear again at an open-air concert at the K. C. C. tomorrow week. I hear they are to put on an entirely new show, though they might be induced to give a couple of the most popular items from their last programme if there is a demand therefor. The Secretary of the Club would no doubt pass on any suggestions to the Chief Cat. It was a really fine show last time, and we're promised better things for the coming concert. A large crowd is expected.

So some Kowloon tenants are being required to pay more taxes because of the recent rise in rentals? Where's it all going to end? Under the present system, in cases where tenants pay their own taxes, every increase in rent means not only more for the landlord, but more for the Government too. The tenant is in the uncomfortable position of being between two millstones which grind more dollars out of him at every turn. The houseowner gets more, the Government gets more; the distressed occupier gets—fed up. He's got to pay them both.

The recent rains have played havoc with our motor roads, and it is still impossible to make a run out to Tai-po. The Castle Peak road is also in a very bad way, though open for traffic. Until these thoroughfares are tar-macademised they will always be in the repairer's hands—a never-ending cause of expense.

But apart from the state of the roads there is the matter of landslides. At some parts of the Castle Peak road there are, in the deeper cuttings, huge boulders overhanging the thoroughfare some of them tons in weight. One

MERCHANT MARINE.

CHINA COAST CHANGES.

Captain R. F. Sheel, of the *Ngankin*, is on reserve.
Captain J. Meathrel, from leave, has gone master, *Ngankin*.
Mr. T. Lowery, supernumerary second officer, *Teau*, has resigned.

Captain J. Speed, of the *Chinhua*, is on leave.

Mr. T. A. Lupton, chief officer, *Chinhua*, is on reserve.

Mr. C. P. Miller, second officer, *Chinhua*, has gone chief officer, same ship.

Mr. J. W. Lamont, has signed on second officer, *Chinhua*.

Captain J. W. Harding, of the *Kansu*, has gone master, *Chinhua*.

Mr. J. L. Mathews, second engineer, *Wuchang*, is on reserve.

Mr. M. McPherson, from reserve, has gone third engineer, *Tungchow*.

Mr. A. Cumming, chief engineer, *Teau*, has gone chief engineer, *Hanyang*.

Mr. G. H. B. Jones, chief engineer, *Hanyang*, has gone chief engineer, *Teau*.

Mr. R. G. Palmer, from reserve, has gone supernumerary chief officer, *Yuen-sang*.

Mr. H. S. Allison, chief officer, *Yatsing*, has gone chief officer, *Yuen-sang*.

Mr. H. S. Hurley, from reserve, has gone chief officer, *Yatsing*.

Mr. W. Moore, supernumerary second officer, *Luenho*, has resigned.

Mr. R. Frost, second officer, *Woeang*, has gone second officer, *Tungching*.

Mr. S. E. McKinley, from reserve, has gone second engineer, *Kwangsang*.

Mr. W. O. Nicoll, second engineer, *Kwangsang*, has signed off.

Mr. L. Grobe, second officer, *Hainfung*, has gone acting chief officer, same ship.

Mr. P. Vanmeter, from leave, has gone chief officer, *Hainfung*.

Mr. A. Tolleisen, second officer, *Haeaan*, has gone chief officer, *Kiangshin*.

Mr. B. Jorgenson has been appointed second officer, *Haeaan*.

Mr. P. C. Hutchence has signed on second officer, *Lerwent*.

Mr. J. E. Drummond, chief officer, *Telemachus*, has signed off.

Mr. J. B. McCann, third officer, *Haiching*, has gone second officer, same ship.

Mr. J. Robertson, second officer, *Haiching*, has signed off.

Captain A. J. Weatherhead, of the *Tinsing*, has signed off.

Mr. H. S. Land, chief officer, *Tinsing*, has signed off.

Mr. A. Hutchison, chief engineer, *Onlee*, has signed off.

Mr. R. G. Patterson, second engineer, *Tailee*, has gone chief engineer, *Onlee*.

Mr. A. Tipton, chief engineer, *Tinsing*, has signed off.

Mr. J. Ross, second engineer, *Hwaping*, has gone second engineer, *Tailee*.

Mr. W. Anderson, has signed on second engineer, *Hwaping*.—*Shipping and Engineering*.

of these days there will be such an unholy mess-up through these rocks coming tumbling down. And I pity any motorists who happen to be passing at the time. Can't a little foresight be exercised by getting the more dangerous of these great boulders removed by blasting? It's as well to be on the safe side in matters like this.

If you want a sight of happy children, just pop along to the Kowloon playground any evening and see the kiddies enjoying themselves on the swings and see-saws recently erected. I understand that there are more attractions to be added yet, including a maypole. But where's the promised caretaker? One is needed more than ever now.

The Flatland warblers and piano-friends haven't had a chance lately; their efforts have been silenced by the gales we have been having. But last night one bunch got going and kept it up till early morning. Now, we're really tired of "Smiles" and "Till We Meet." If we only could meet some of these nightingales!

NURSERY SCHOOLS.

ARE THEY IMMORAL?

At a recent educational conference at home one speaker threw something of a bombshell into the camp by denouncing nursery schools as absurd and immoral. We give below a summary of his remarks which are interesting, however much disagreement they may evoke.

Mr. W. W. Millard, of Birmingham, moved an amendment which created much interest and more amusement. He desired to cut out of the scheme all reference to nursery schools, on the ground that they are impossible as to cost and equipment, absurd in conception, and immoral in consequences. Greatly daring, in a conference consisting largely of schoolmistresses, he suggested that nursery schools were the conception of single women, who very much longed for babies to nurse. Turning to the men, he asked how many of them would send their own children to a nursery school. They would say that the proper place for the child was with its mother. He agreed that many homes were very undesirable, but argued that by introducing nursery schools they would perpetuate the very evils they desired to avoid. Nursery schools had been tried in Germany, with dire results. He carried the sympathy of a good many of the men from the industrial districts when he said: "You are putting the mothers of these children into the factories. The proper place for them is at home, bringing up their families. If you set up these nursery schools every woman will feel that she is at liberty to go to work. That is an immoral atmosphere. It is sometimes said that we want a new set of mothers in the country. You are not going to get a new set of mothers by these means. (Hear, hear, and 'What about the fathers?') There was some competition among a number of women delegates to answer Mr. Millard. Their chief argument was that the nursery schools would be a great boon to the most overworked person in the country—the working-class mother.

Mr. Millard's amendment was defeated by a large majority.

PERE LA CERISE.

A NEWSBOY WITH A RACING "SYSTEM."

Paris, June 6.—The name of a ragged newsboy, Pere la Cerise, is in everybody's mouth to-day. He has achieved the title—his real name is Billegot—through the astounding good luck that has attended him on the racecourses. He discovered a "system" a short time ago and started working it on a capital of a hundred francs. In a week his hundred francs had grown to 75,000. A "flaw" in the system reduced his fortune to eighty-five francs. He then "reconstructed" it, and a couple of nights ago he was found by the police sitting on a bench counting his winnings, which had again amounted to the considerable total of 100,000 francs.

Two policemen thinking it suspicious that a man without a collar or tie should be in possession of so much wealth, took him off to the police station. There he established his identity, told the police all about himself, refusing, however, to disclose his "system," and was released. He bore no ill-feeling to the authorities, and, taking the advice of the Police Commissioner, he invested 75,000 francs in an annuity, and in return advised the station as to what horse they should back for a coming race.

The police acted on his tip with the most satisfactory results, but yesterday Pere la Cerise began to pay the penalty for his fame. Crowds followed him over the course asking for tips which he strenuously refused to give, but his afternoon's record was two firsts, one second, and one non-placed. The only information the crowd could get out of him was that when racing is over he proposes to return to his old trade of selling newspapers.

NEW ADVERTISEMENTS.

THEATRE ROYAL.

THE FRAWLEY COMPANY

IN A SEASON OF THE LATEST AND GREATEST OF LONDON AND NEW YORK SUCCESSSES.

TO-NIGHT

at 9.15 p.m.

"POLLY WITH A PAST"

A COMEDY WITH COMPLICATIONS.

BY GEORGE MIDDLETON AND GUY BOLTON.

SATURDAY, Aug. 7th.

"IT PAYS TO ADVERTISE."

A Thousand Laughs in 3 Acts

THURSDAY, Aug. 12th.

"A PAIR OF QUEENS"

A farce in 3 acts. By Fred Jackson.

The first time in Hongkong.

FRIDAY, Aug. 13th.

"THE 13th CHAIR"

By Special Request.

SATURDAY, Aug. 14th.

"THE MAN WHO CAME BACK"

This play is at present creating a furor in London.

Booking at MOUTRIE'S.

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU"

From SAN FRANCISCO via

HONOLULU, JAPAN PORTS

AND MANILA.

From SOUTH AMERICAN

PORTS via SAN FRANCISCO,

HONOLULU JAPAN PORTS.

The above named Steamer having

arrived, on Friday 6th Aug. 1920,

consignees of cargo are hereby

notified to present their Bills of

Lading for countersignature, and

take immediate delivery from

alongside steamer or the Com-

pany's Godown, where all cargo

impeding immediate discharge

will be landed at consignee's risk.

Storage will be assessed on

cargo remaining undelivered

after Friday, 13th August

1920.

All broken, chafed and damaged

packages will be landed into the

Company's Godowns, where same

will be examined on Monday,

16th August 1920, at 11 a.m.

No claims will be recognised

after the goods have left the

steamer or Godown, and none

will be entertained if presented

later than three weeks after

arrival of steamer.

No Fire Insurance whatever

will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 6th August, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"CALCUTTA MARU,"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and

delivery can be obtained as soon

as the Goods are landed.

Optional Goods will be carried

on unless instructions are given

to the contrary before Noon, To-

day.

Goods not cleared by the 12th

August, 1920, will be subject

to rent.

Damaged packages must be left

in the Godowns for examination

by the Consignee's and the Co.'s

representatives at an appointed

hour on Tuesday & Friday. All

claims must be presented within

ten days of the steamer's arrival

here, after which date they cannot

be recognised. No claims will be

admitted after the goods have left

the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 5th August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO. LTD.

Consignees per Co's Steamer

"RHESEUS"

are hereby notified that the Cargo

will be discharged into Holt's

Wharf, Kowloon, where it will

lie at Consignee's risk. The

Cargo will be ready for delivery

from Godown on and after 6th

August.

Optional cargo will be landed,

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and dam-

aged goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining

undelivered after the 12th Aug.

will be subject to rent.

All Claims against the Steamer

must be presented to the under-

signed on or before the 26th Aug.

or they will not be recognised.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th August, 1920.

NOTICE TO CONSIGNEES.

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG AND

ROTTERDAM.

The Steamship

"SWAZI"

having arrived, Consignees of

cargo are informed that all

Goods are being landed at their

risk into the hazardous and/or

extra hazardous Godowns of

Holt's Wharf, Kowloon, whence

delivery may be obtained.

No claim will be admitted after

the goods have left the Godown,

and all goods remaining unde-

livered after 13th August will

be subject to rent.

All claims against the steamer

must be presented to the under-

signed on or before 20th August

1920, or they will not be recog-

nised.

All broken, chafed and damaged

goods are to be left in the Go-

dows, where they will be ex-

amined on 12th inst. between

the hours of 10.45 a.m. and Noon

by the Company's Surveyors

Messrs. Goddard & Douglas.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 6th August, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.—

NOTICE.

CHINA COAST OFFICERS' GUILD.

Notice Of Removal.

The offices of this Guild will be removed on and as from September 1st, 1920 to the Mercantile Marine Office (Shipping office) grounds at West Point.
W. E. KIRBY,
Assistant Secretary.

NOTICE.

VICTORIA RECREATION CLUB.

The Annual General Meeting of the Club will be held on Saturday, the 7th inst. at 5.30 p.m.

R. H. B. MITCHELL,
Hon. Secretary.

NOTICE.

During the temporary absence of the undersigned on leave, or until further notice, the Hongkong Agency of the China Mail Steamship Co., Ltd. will be in charge of Mr. C. T. Surridge, effective August 4th.

O. H. RITTER,
Agent.

Hongkong, 4th August, 1920.

NOTICE.

HONGKONG TRAMWAY CO. LTD.

(Incorporated in the United Kingdom)

Notice is hereby given that an Interim Dividend of Nine Pence per Share on account of the year 1920 has been declared.

The Dividend will be payable on and after Wednesday, the 25th day of August 1920 to Shareholders on the Register on Tuesday, the 10th day of August 1920 and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/8 per Dollar.

THE BLUE FUNNEL LINE

REGULAR AND FAST SERVICES

LONDON SERVICE

(Direct)

"OANFA"	17th August	London, Amsterdam & Antwerp
"PROMETHEUS"	22nd August	London and Hamburg
"PROTESILAUS"	31st August	London, Amsterdam & Hamburg
"ACHILLES"	9th Sept.	London, Amsterdam & Antwerp
"LYCAON"	20th Sept.	London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ALCINOUS"	14th August	Havre and Liverpool
"BELLEROPHON"	20th August	Genoa, M'les L'pool & Glasgow
"RHESUS"	2nd Sept.	M'les, Havre and Liverpool
"CYCLOPS"	11th Sept.	Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

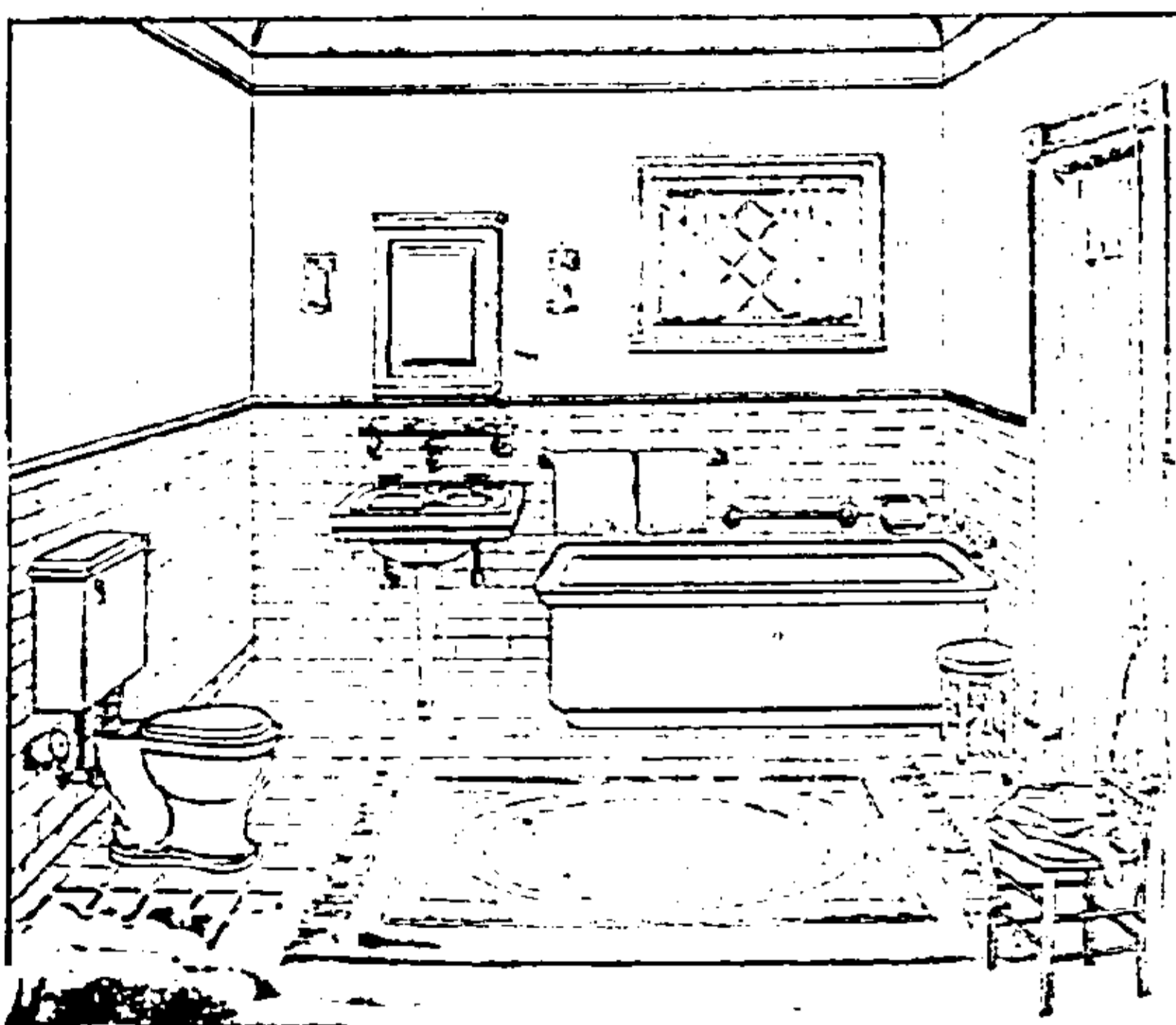
"INION"	17th August	Victoria, Seattle and Vancouver
"TALHYBIUS"	30th August	
"TYNDAREUS"	6th October	

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

For Freight and Further Information Apply to

BUTTERFIELD & SWIRE
AGENTS.If you want a modern up-to-date Bathroom with
fixtures from floor to ceiling call on us.

UNION ENGINEERING CO., LTD.

York Building,

Chater Road

SINCERE'S
SUMMER
SALE

Now on for 20 Days only

GREAT REDUCTIONS!!
EVERY LINE A BARGAIN!!

"THE HONGKONG EMPORIUM"

TEL. 1967/8.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.

HARBOUR REPAIRS

Call Flag "L."

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES

THE ADMIRAL LINE.

The Steamship
"PAWLET"
having arrived from Portland,
Oregon, via ports, on 1st August
consignees are hereby notified
that their cargo is being landed at
their risk into the Hazardous and
or Extra-Hazardous Godowns and
of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
Kowloon, and stored at con-
signee's risk.Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on 5th inst. by the Co's
Surveyors, Messrs. Goddard and
Douglas.All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No claim
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after the 7th
inst. will be subject to rent.No fire insurance whatever will
be effected.Consignees are requested to
send in their Bills of Lading for
countersignature immediately.PACIFIC STEAMSHIP CO.,
United States Shipping Board
Emergency Fleet Corporation
Managing Agents
THE ADMIRAL LINE.3rd Floor Hotel Mansions
Hongkong, 31st July, 1920.

NOTICE TO CONSIGNEES.

The Steamship

"INSEBRUK"

From TRIESTE, VENICE,

ADEN, COLOMBO, PENANG &
SINGAPORE.Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the Go-
downs of the Hongkong and Kow-
loon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and or from the wharves delivery
may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary
be given before 2nd inst.No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 6th inst. will be
subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 15th inst.
or they will not be recognized.All broken, chafed, and dam-
aged Goods are to be left in the
Godowns, where they will be ex-
amined on the 6th inst. at 10 a.m.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.,

Agents,
Hongkong, 2nd August, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"PROMETHEUS"are hereby notified that the
Cargo will be discharged into
Holt's Wharf, Kowloon, where it
will lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 5th
August.Optional cargo will be landed,
unless notice has been given
prior to steamer's arrival.All broken, chafed, and damag-
ed goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 11th August,
will be subject to rent.All Claims against the Steamer
must be presented to the under-
signed on or before the 25th
August, or they will not be
recognized.No Fire Insurance will be
effected.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "DOYLESTOWN"

From CALCUTTA via
PENANG, SINGAPORE and
SAIGON.The above mentioned vessel
having arrived from the above
mentioned Ports, consignees of
cargo are hereby informed that
they must take immediate
delivery of same from alongside,
and all cargo impeding discharge
will be landed at their risk and
expense into the Pacific Mail
Steamship Company's godowns at
West Point, and stored at
Consignees risk.Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.All broken, chafed and damaged
goods are to be left in the godowns
where they will be examined on
August 9th at 10 a.m.All claims must be presented
within a week of the steamer's
arrival here after which they
cannot be recognized.No claim will be admitted after
the goods have left the godowns,
and all goods remaining unde-
livered after August 10th will
be subject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U.S. Shipping
Board.

Hongkong, 3rd August, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "VENEZUELA"

From SAN FRANCISCO via
HONOLULU, YOKOHAMA,
KOBE, SHANGHAI, &
MANILA.The above mentioned vessel
having arrived from the above
mentioned Ports, consignees of
cargo are hereby informed that
they must take immediate de-
livery of same from alongside, and
all cargo impeding discharge
will be landed at their risk and
expense into the Pacific Mail
Steamship Company's godowns
at West Point, and stored at
Consignees' risk.Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports
and Exports, Hongkong, before
Bills of Lading can be counter-
signed.All broken, chafed and damag-
ed goods are to be left in the Go-
downs, where they will be ex-
amined on August 10th at 10 a.m.All claims must be presented
within a week of the steamer's
arrival here, after which they
cannot be recognized.No claim will be admitted
after the goods have left the
godowns and all goods remaining
undelivered after August 11th
will be subject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC MAIL S.S. CO.

Hongkong, 4th August, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

S.S. "WEST NIGER."

From SAN FRANCISCO via
HONOLULU, YOKOHAMA,
KOBE, SHANGHAI and
MANILA.The above mentioned vessel
having arrived from the above
mentioned ports, Consig-
nees of cargo are hereby
informed that they must take
immediate delivery of same from
alongside and all cargo impeding
discharge will be landed at their
risk and expense into the Pacific
Mail Steamship Company's Go-
downs at West Point, and stored
at Consignees' risk.Consignees of cargo are hereby
notified that they must pro-
duce an Import Permit signed by
the Superintendent of the Imports
and Exports, Hongkong, before
Bills of Lading can be counter-
signed.All broken, chafed and damaged
goods are to be left in the Godowns
where they will be examined on
August 10th at 10 a.m.All claims must be presented
within a week of the steamer's
arrival here, after which they can-
not be recognized.No claims will be admitted
after the goods have left the Go-
downs, and all goods remaining
undelivered after August 11th
will be subject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC MAIL S. S. CO.,

As Operators, U.S. Shipping
Board.

Hongkong, 4th August, 1920.

SHIPPING.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, BremenFOR ROTTERDAM AND HAMBURG.
S.S. "TOBA" Beginning of SeptemberFOR AMSTERDAM AND HAMBURG.
S.S. "BAARN" September.FOR ROTTERDAM AND HAMBURG.
S.S. "TJIMANOEK" October.FOR AMSTERDAM AND HAMBURG.
S.S. "KANGAN" November.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

13th August.

Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin-accommodation for saloon
passengers.

Wireless Telegraphy

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.—

Agents.

WATERHOUSE LINE.

TRANS-PACIFIC-FREIGHT-SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE - TACOMA - VICTORIA - VANCOUVER

via Kobe and Yokohama.

"DELIGHT" 25th August.

"MAQUAN" 25th September.

Further sailings to be announced later.
Thru B/Ls issued to all Overland Common
points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Hotel Mansions.

Telephone 3507.

HONGKONG, CANTON & MACAO
STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m. Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. & 2 P.M. (Sundays at 6 P.M.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

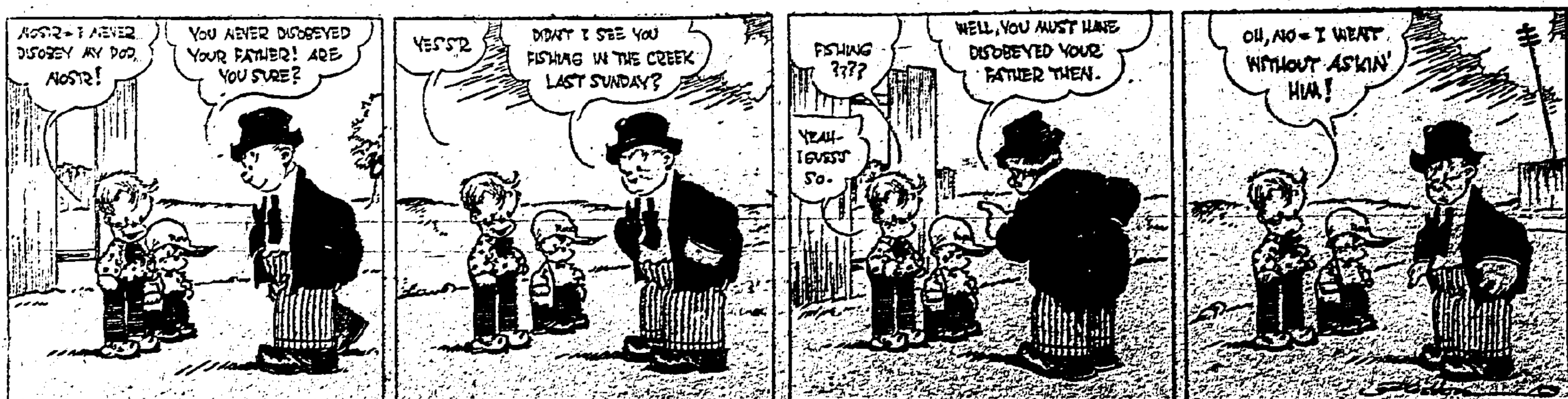
EDUCATING THE ARMY.

The War Office has decided per-
manently to retain the principle
that systematic technical educa-
tion shall henceforth be made
an essential part of a soldier's
military training. The Corps
of Army Schoolmasters is to
be disbanded and replaced by
an Army Educational Corps. The
news corps, which will be ad-
ministered by the Chief of the
Imperial General Staff, will have
an establishment including 12
lieut.-colonels, 30 majors, 78 cap-
tains, 310 lieutenants and second
lieutenants, and about 500 warrant
officers. The object of this de-
cision is to render the soldier able
to earn a living on discharge.

FRECKLES AND HIS FRIENDS

He Played Absolutely Safe!

BY BLOSSER.



DELICIOUS SUMMER DRINKS

Can be made with
WATSON'S

PURE FRUIT SYRUPS

Mixed with plain or Aerated
Water. Raspberry, Strawberry,
Lemon, Lime Juice--etc., etc.
Prepared from the

GENUINE FRUIT JUICE.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
Phone 16.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 6, 1930.

QUO VADIS?

It is difficult these days to indulge in retrospection without feeling that the world has lost more than it has gained during the last five years. But that really cannot be, because it has gained the experience that goes to make up history and it is from history that we learn our lessons. The anniversary of the outbreak of the war has just passed and few of us have looked back upon all that has happened since August 1914 without realising that our present position is, hardly that which we expected to occupy when the blessedness of peace would again come on the earth. Have we profited by the lessons as we ought to have done, or will that be left to a later generation looking back through a lengthier perspective? The question is by no means an idle one, for posterity will judge of this age by the degree of profit it made out of an experience, unique if terrible.

Let any man take a glance at contemporary news and he will realise something of the stationariness that has characterised the period since the cessation of hostilities in the West. Yesterday's cables can be taken as typical. The main item of news was concerning the struggle between Poland and Russia, how there was a break in the negotiations towards peace. In Mesopotamia the British troops have suffered a severe reverse, losing many men and much material. The French are still fighting the Turks, and yesterday's telegrams told how the former had defeated a large force of Turkish Nationalists. Ireland is still in sorry plight, China is still the home of a mixed medley of contending factions, and one can look around the world in general and see an accumulation of evidence that the human race as a whole has been purged of very little, despite colossal slaughter and futile spendings. America is still debating whether she will join and help in the Councils of Europe; nations are almost as insular and self-opinionated as ever they were, and individuals are just as self-willed. That is the apparent view to one who is content to take everything at its face value, but is it the real view, is it a just valuation of our position? Before one ever attempts to answer such a query, there is one tendency noticeable that we very much deplore. One can scarcely pick up a British newspaper without finding murder stories and mysteries "featured" on a scale even more sensational than before the war. Big "double-column" headlines about sordid details and the paper that gets the most sensational story of the day apparently prides itself on so doing. The war did bring us temporary relief from that. There was no room for such displays and we got on just as well without them. Does it prove that the war has left us with a greater desire for thrills and that calm days of peaceful work are too dull? It looks very much like it, and the keen sociologist will find himself up against a little problem there. What is that we have gained out of all this turmoil? Yes, we have kept "liberty" alive, we have made it plain that might can never be right, we have saved and defended small nations, we have a better chance now of getting a League of Nations to work than ever before, and we have settled many vexatious questions of boundaries and the like. We have done all these things and others, but as men and women who have been privileged to live in these great days, what have we gained that is going to profit the world; that will help us the quicker to reach the goal of heaven on earth? How many of us have asked ourselves that question and tried to give a satisfactory answer?

Let us not put the blame too much on Governments; Governments live by consent of peoples and present day happenings are a reflex of what the bulk of the people feel. Public opinion is always a little ahead of legislation, but public opinion must also be a consenting party to all enactments. Otherwise we should have revolutions. It is true to say that the world to-day is what the people in it have made of it and everyone must make take his share of the responsibility. We cannot shelve it to anybody else without denying our much vaunted democracy. To sit down with folded arms and to just "let" things happen is as pernicious as being a guilty partner to definite wrong-doing. The world's need to-day is of men and women who are determined to see that right is done. Give any nation a determined and enlightened proletariat and all other good things will be added unto it. In other words, let men and women learn the lessons of the past and act on them and the way will become clear for the attainment of all to which we so dearly look forward. It's a very individual matter, this turning of wrong into right, this bringing of order out of chaos. There can be no delegation of the duty.

NOTES & COMMENTS.

CANTON HEROES.

For richness of phraseology and nauseating heroics commend us to the manifesto being issued by Tsen Chun-huan, the Chief Administrative Director of the so-called Canton Military Government. He has of late been engaged in the task of writing awesome denunciations of the notorious Tuan Chih-jui, whom he describes in one of his epistles as being "unique as an unapproachable master in wickedness and sin." (We shall have to save up that phrase for use the next time we wish to say something unkind about somebody.) But the most striking point about these missives of Tsen's is the self-righteous spirit which they breathe. Tuan and his party are described as traitors, despots, rebels and murderers, whilst the Cantonites are upheld as the apostles of humanity, justice and all that is righteous. Here is a typical bit—"The victories achieved by our comrades have been justly renowned throughout the land; we upheld righteousness against their wickedness; our loyalty against their treachery; humanity against their deseculation; sincerity against their deceitfulness; public will and the peoples' interests against their militarism and foreign assistance." After that, we begin to think that if there is a heaven where real saints foregather it must be situated somewhere near Canton. There are exhortations to "my beloved comrades and brethren" to gird up their loins and sharpen their battle-axes, with an assurance that "the past generations of five millions will direct your fire, whilst over four hundred millions of your brethren are depending upon your bravery and heroic deeds." To all of which we are merely inclined to reply: "Bow-wow."

TWO HONGKONGS.

In connection with the very substantial help which has been rendered to the war devastated villages of France through the movement initiated by Mrs. Basil Taylour the excellent idea is to be carried out of permanently giving the name of "Hongkong" to some village in the devastated part of France which shall have been benefited by the Fund. Mrs. Basil Taylour is seeing the French Minister of Reconstruction on the matter, and she hopes later to forward to the Colony some account of our new god-child. We have seen by the papers to hand recently that several towns and cities at Home are "adopting" villages in France and Belgium, in which they are henceforth to take a special interest. The same idea is now to be put into effect so far as Hongkong is concerned, excepting that the place to be aided will be known by the same name as this Colony, and thus for the first time there will be two Hongkongs on the map. As to the Fund itself, everyone must be immensely gratified at the excellent results secured, by which a total income of \$27,353 on less a sum than \$25,011 was sent to France. This effort is one of which the whole Colony may be proud, for all the communities here liberally aided the movement, but, most striking of all, it is a tribute to the enthusiasm of one lady, Mrs. Basil Taylour, who started the idea and worked so hard to carry it through.

CHILD CRUELTY.

We take off our hats to Mr. N. L. Smith for imposing a fine of \$500 on a heartless Chinese woman who abominably treated two girl servants by burning them. And our admiration for him is all the greater because he declined to stay the full operation of the law on a suggestion that a conditional plea of guilt be accepted, with a promise of compensation for the injured girls. Counsel for the defence speciously put forward the plea that the burns were caused by the ordinary custom amongst Chinese of attempting to cure boils by the process of burning, although he blandly admitted that the woman might have exceeded what was necessary for the purpose. But the evidence showed that there was no trace of boils whatever, though the burns were still there when the examination was made. It is so difficult to bring home these charges of child cruelty that we fear far too many of them go unpunished. When they do come up and are clearly proved as this one was, no sentence is too heavy. Our only regret is that the mistresses do not get a sound flogging with the "cat."

DAY-BY-DAY.

YOU GET INTO THE WRONG ROAD IN THIS LIFE IF YOU RUN AFTER THIS, AND THAT ONLY FOR THE SAKE OF MAKING THINGS EASY AND PLEASANT FOR YOURSELF.—George Eliot.

There was a clean bill of health in the Colony yesterday.

The annual meeting of the V. R. C. takes place at 3.30 p.m. to-morrow.

The Namsang, which came in this morning, brought 644 bags of European mails for Hongkong.

The total output of the Kailash Mining Administration's mines for the week ending 17th July, amounted to 87,768 tons and the sales during the period, to 55,911 tons.

A Chinese was yesterday admitted into the Kwong Wah Hospital suffering from stab wounds on the hands, inflicted by an assailant who made his escape.

Evening service is held in the Peak Church on the last four Sundays in August at 6 p.m. There is Holy Communion in this Church every Sunday morning at 8.15 a.m.

The sailors and firemen of the China Navigation Co., Indo-China S. N. Co. and China Merchants S. N. Co. have been granted an all-round increase of five dollars per head from July 1, while the steward's staff has received an increase from \$90 and \$100, lump sum, to \$120.

At 3 p.m. yesterday, a fire broke out at Yaumati in a medicine shop occupying the ground floor of No. 105 Shanghai Street. The fire is supposed to have started when a quantity of medicine caught fire from a charcoal burner used in such shops for drying herbs. The fire, which was confined to the ground floor, was put out by the firemen of the district. The extent of the damage has not been ascertained. Insurance is effected with the South China Insurance Company for \$2,800.

We regret to chronicle the death of Mrs. Lockwood, wife of Mr. E. H. Lockwood, Secretary of the Y. M. C. A. at Canton, which took place yesterday at the Matilda Hospital, Hongkong. About a week ago, the deceased lady contracted malignant malaria and was brought to Hongkong, but in spite of everything possible being done for her she passed away, at the early age of 33 years. Much sympathy is felt for the bereaved husband and the two little children. The funeral is taking place at Happy Valley this afternoon.

The favourite trick by which ricksha coolies are lured to a lonely locality and robbed, is reported in a message received at Police Headquarters from the Station at Yaumati. It is reported that a ricksha coolie last night picked up a "fare" at Shanghai Street, and on arrival at a lonely spot near the Kwong Wah Hospital a man rushed out from a place of concealment and forced the frightened coolie to surrender his day's earnings. Curious to relate, his "fare" appeared to be indifferent to the proceedings and when he left it was in the company of the robber.

Inspector John Grant at the Police Court to-day told how he was on the scene to capture a robber who endeavoured to make off with a sum of \$200 from a shop. The robbery is stated to have taken place at the junction of Hillier Street and Bonham Road yesterday, when the shop, after having performed a round of calls with various debtors of his firm, had his money snatched from him by the robber, who, with the same quickness that he bestowed on this feat, took to his heels. His agility, however, was of no avail. There was a race between him and Inspector Grant, who happened to be walking in that locality, with the result that the delinquent eventually dropped on his knees and offered to give the Inspector the money as a "cumbawog" condition that he would not be arrested. When charged at the Police Court this morning, he was sentenced to six weeks' hard labour.

LINES FROM LINKUMDODDIE.

"Linkumdoddie,"
Ecclesiastical, N.B.
30th June 1930.

Dear S ——— for judging by the nipping and eager air this morning, winter will soon be on us.

Aye, London's got Pickford fever badly the now. Film Mary and Dougie Fairbanks, man and wife now, have arrived in this country w' an eclat, aye that's the very word, unknown outside the cinema world to give the affair its proper place in recognised modern day standards o' welcome it was slightly greater than that given to a favourite pugilist and a lot, by a jugful, greater than that accorded a Prime Minister or any other of the serious folks o' life. Aye, it's surely a topsyturty age we live in. Popularity now-a-days seems to be graded wholly by the ability and power to entertain. Cabinet Ministers give place to comedians. Gray matter ranks second to a ten-inch smile or a pair o' baggy trousers topped a pair o' bulgy boots. I think it was Spencer that said it was fame that was greater than gold, but nowadays our latter-day notables have other ideas. In any case they have a fine working arrangement between the two desirabilities. Certainly the joint incomes of our picture newly-weds is away and beyond what O. Henry calls the "dream of averages". Of course to argue to-day whether you two are worth what they earn is not only foolish but almost dangerous. The fat cheques they draw and the hero worship they accept are merely signs o' the times. What's more forby profiteering in popularity doesn't come within the meaning of the Act. All the same one can only marvel at the curiousness of the multitude and at times envy those whom it favours.

Blood thirsty folks waiting patiently for the ex-Kaiser's head on a platter or the H. K. Telegraph pictures of him hanging by the neck from a gallows on Tower Hill, may well begin to think of some other kind o' mental exercise, for twice during the past week L. G. has hinted that there's no likely to be anything doing in the way o' scragging the ex-royal neck. Already some o' the sanguinary optimists are now looking for the uttermost farthing that can be wrung out o' an unrepentant Germany by way of an indemnity. But it seems to me that they're cast for the company of those who become sadder and wiser. The "Big Two" or maybe it was the "Big Three," I forget always which is which, met again at Boulogne last week but up to now an oyster is a jizzband compared to the noise Mr. L. G. has made as to the outcome o' the last meeting. Everybody is busy guessing, and the guessing gets wilder every day. We have however something in the nature of a Government report which indicates that Germany can pay nothing at present and, what's more forby, must be assisted before she can pay anything at all. It makes one seriously wonder who won the war after all. Aye, it would seem that before we can start cutting the Berlin coupons, an international loan will have to be raised to set Germany on her feet and help her to tide over her creditors. If that kind o' funny finance is indulged in, it stands to reason, w' America busy electing a President the now, that Great Britain will have to hold the heavy end o' the stick and it's to be hoped that we'll be able to get better in the way of security than Germany's honour and plighted word which have hitherto been a bit sketchy, to say the least of it. The possibility o' Germany squaring her account w' British money is no so funny as it is clever. Yet we were on the winning side! I've often thought that Germany would have no trouble raising that indemnity if she'd just star Mr. Hohenzollern in the pictures.

The Labour Party spent four days last week at Scarborough, largely, I should think in trying to solder up its internal differences. They'd have done themselves and the country a power more good if they'd hired chairs and sat on the sands most o' the time. As it is, it has not succeeded in filling up the cracks or the junior reporter would have it, as a political party it has not established its homogeneity. Aye that's it. Mr. Churchill's phrase about Labour's

ARMED ROBBER.

WOUNDS CONSIDERABLE WITH REVOLVER.

In an armed robbery which took place at 11 o'clock last night at Yaumati a Chinese constable who attempted to arrest a robber was shot at and wounded.

Whilst the accountant of an eating house on the ground floor of No. 83, Reclamation Street was counting the day's receipts, a Chinese rushed into the premises, and, pointing a revolver at him, grabbed the money. The alarm was raised, and the robber, in making his escape into the street, was intercepted by a lunkum whom he immediately shot at. The robber made his escape. The injured lunkum was last night removed to the Government Civil Hospital.

Inability to govern still remains true, for a split party cannot have a whole policy. Moderate leaders like Mr. Clynes and Mr. Thomas who try their best to believe in prospect of an early Labour Government must see how difficult is Labour's capacity to govern in the face of no agreed policy, no settled convictions and the unruly character of their associates. Take the case of Ireland, for instance. The first attempt of the Executive at drafting a resolution on the Irish question was so balled up, so confused and incompetent that the Conference had to refer it back for clearer wording. This was done but though the Executive sweat blood for many hours on the job and finally gave birth to a revised resolution, which was adopted, it would take a Solomon to know what Labour would do with the Irish question if there were a Labour Government in power. Mind ye there's no much disgrace in that when all's said and done, for the present Government is just about as competent—as near as nine is to ten, and that's as near as ye can get.

No, Labour does not know its own mind on Ireland. It's not much clearer w' regard to Russia. As Mr. Thomas rightly said, if it was wrong for railwaymen to handle munitions for Poland it was equally wrong for other folks to be working overtime making munitions. When the Conference tackled the question as a whole, the extremists were soundly beaten on this issue. From the results of Labour's talkie-talkie at Scarborough it would seem that British Bolshevism is anything but a hardy plant and a few months of constitutional progress should do much to weed it out of the national allotment.

Still it must a very comfortable feeling to be a member of the Labour Party; to know everything, to be in doubt about nothing, to be absolutely certain that one's cherished convictions are exactly right, full and complete. The last conference got through a lot of work, dealt w' a great number of subjects and in turn visited not a few countries in their four days' sitting. The great secret of getting through work in this style is never to admit for a moment the possibility that you may be mistaken. The other man's opinions do not count. If he modestly tries to suggest that there may be another side to the question, shut him up. Polish off every problem at a single sitting and leave behind not a shred of uncertainty. Aye, that's the way to get on w' it. One way of explaining away all rotten politics is that most folks don't know what they want anyway and the politicians do. I wouldn't trust many of you Labour gang unless they had a chain and ball between their legs.

Turn where you like, be in whatever company you like in this country, nowadays, you are constantly being reminded about the High Cost of Living. It gets on your nerves after a bit. It becomes a kind of nightmare. As often as no' after eating a particularly nice meal you've got to apologise to your stomach for the nice things you've given it and the price of its entertainment. Aye, times have changed. When I was a lad our parents thought they were no end heroes when they kept the wolf from the door. Father would go out and work all week and come home on Saturday w' his pay and as Mother in the afternoon and both would go home loaded w' shops and baby's shoes and

RECENT TYPHOON.

SHIPS DELAYED.

The C.N. S. S. Shiang, on her upward trip, experienced a very heavy swell from the eastward on departure and the same night wind increased to a strong gale accompanied with very heavy rain. The vessel made Tong-song Harbour the next evening for shelter, as it was very evident that she was running into the path of the typhoon. After anchoring for 9 hours the vessel proceeded and arrived a day late at Shanghai. There were six ships anchored in Tong-song Harbour at the time.

Considerable anxiety was felt for the safety of the Indo-China S. S. Loksang which left Woosong for Swatow on July 18 and had not been reported. The company's Yussang, which left about the same time, had arrived at the southern port and it was feared that the Loksang might have been caught in the typhoon which, following that of July 16, also passed inland in the vicinity of Foochow. News was received on July 27, however, that she had arrived "all well."—Shipping and Engineering.

FRAWLEY CO.

FINE SHOW LAST NIGHT.

The large audience at the Theatre Royal last night, when the Frawley Company staged "Lightnin'" included many who had seen the play before. That was not surprising, for the Frawley's made a big bit with it on their previous visit here. The feature of the play was the fine acting of Mr. Frawley as "Lightnin' Bill." He gave a magnificent interpretation of the part and was loudly applauded for his clever handling of the role. Miss Leslie Virden ably seconded him, showing herself to be a most accomplished actress. The other characters were also well done, and the production was in every way a success.

To-night's attraction is "Polly With a Past," which is full of fun and humour. To-morrow night "It Pays to Advertise" will be staged, and we commend this play both to the business man and to the amusement-loving public, for it is overflowing with wit whilst at the same time carrying a most useful lesson to business people.

maybe a new washboard for the back kitchen. On Sundays the old man would pat himself on the back as a good provider, well knowing he had his particular wolf tamed and eating out of his hand for the next week. Aye, it's different now. A family that does na hatch a litter o' baby wolves overnight is too well off to be considered as belonging to the human average. Father w' his lone wolf to herd was on easy street in the old days, mind I'm telling ye. There's wolves all round the house nowadays. They're round at the back kitchen door gnawing the paint off, climbing the porch at the front, down both chimneys at one time and have nearly eaten the wall paper before you're out of bed of a morning. They spawn baby wolves in the guise of rent receipts, butcher's bills, and tailor's account rendered letters all over the parlour rug while your back's turned. Some are disguised as silk stockings, motor cars, near silk ties and your best Sunday boots. A real new baby in the house these days means wolves that breed quicker than mosquitoes in an empty pineapple tin in the backyard. If the doctor wolf or the dentist wolf gets at you it's nearly all over but the bankruptcy court. Aye, the old chap that in the dear old days—when weren't dear at all in the sense I mean—days beyond recall, I fear, well, as I say, when he used to boast about making ends meet, why it was so easy as a young lad of twenty winning a pound o' tea in the old man's race. Nowadays it isn't two ends that have to be knit together. There are more ends to knit than there are in a haystack, and he's a handy lad that can get them together half as fast as they unravel, mind I'm telling ye.

Yours etc.
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Gents' Umbrellas \$2.25 to \$2.50 each.

Rubber Over Shoes \$1.50 to \$2.25 a pair.

Boys' Washable Suits 20 discount.

Girls' Summer Dresses 20 discount.

SALE ONE WEEK ONLY — TO-DAY TO 7th.

DISEASE AMONG CATTLE.

NO DANGER TO THE PUBLIC.

A meeting of the Sanitary Board was held yesterday to deal with business left over from Tuesday's abandoned meeting. Mr. G. B. Sayer presided and there were present Mr. S. W. Tsao, Mr. Chow Shunson, Dr. W. V. M. Koch, Dr. Ozorio, Dr. Pearce, Mr. D. H. and Mr. C. M. W. Reynolds (Secretary).

Two applications for permission to install closets in new premises at Kowloon were granted, subject to the usual conditions.

The Chairman intimated that the Medical Officer of Health wished to make a further statement on the pleuro-pneumonia discovered among the cattle at the Dairy Farm, and to make a motion on the subject. He asked the Board to permit the moving of the motion without the usual notice.

Dr. Pearce said the Board would remember that an order was made for the slaughtering of some 46 head of Australian cattle which arrived for the Dairy Farm and which were presumed, and justifiably so, to have brought pleuro-pneumonia into the Colony. All those cattle had been destroyed and other cattle known to have been in contact with them had been isolated in quarantine. Since the slaughtering, however, the Manager of the Dairy Farm and the Veterinary Surgeon at the Dairy Farm, after consulting the stock books, found a few other cattle which had been in more or less remote contact with the infected cattle before the latter showed signs of sickness, and among these cattle further cases had occurred and many more sheds than those declared infected, and isolated, were now involved—at least seven more sheds in different parts of the Dairy Farm premises. It was possible for the Board to declare these separate sheds to be infected premises, but that would involve the closing of those sheds and would prevent the Company from removing any sick animals from those sheds to where they might be watched and where they might be taken to be slaughtered. He would ask therefore that the Board declare the whole premises on both sides of the road to be an infected area. That would prevent any animal or thing which might spread infection from leaving the place. It would prevent the spread of the disease to other cattle in the Colony with-

out preventing the Veterinary Surgeon, in the Board's discretion, from removing cattle showing signs of the disease to a specially appointed place for observation and if necessary for slaughter. He asked therefore that the Board declare the whole premises to be an infected area and that notices be posted up forbidding the removal of any animal or thing from the depot without the concurrence of the Board. An animal could then be sent to the cattle depot for slaughter in case the Dairy Farm wished to kill a healthy animal; or if a sick animal were killed and found to have been perfectly healthy and not suffering from any disease it would be quite fair to allow that animal to be taken to coal storage if the flesh were found fit for consumption. Also it would enable the Company to carry on their business of supplying milk to the Colony. There should be no fear from the milk for the disease was not communicable to man. But in order to enable them to carry on without having to apply to the full Board before sending out milk or sending sound cattle to coal storage, he suggested that the Board appoint a small committee to give the necessary permissions. As to the Dairy Farm Company, of course it was doing all it possibly could to get rid of this disease, and as the animals which were supposed to be original carriers had all been killed and the disease was only among those who had been in contact, it was thought it might be sufficient, for a time anyway, if these cattle were isolated in the premises and the question of further slaughtering held over. It was possible to get rid of the disease without many slaughterings; it would be better for the general public as wholesale slaughtering would seriously interfere with the business of the milk supply of the Colony. If those measures were not sufficient the question of further slaughtering would have to be brought up again.

Dr. Ozorio: Are they entitled to any compensation from the Board for these animals?

The Chairman: Yes, they are, under section 63.

Dr. Ozorio advised careful disinfection. Otherwise there would be a scare.

Dr. Pearce: The disease is not communicable to man. There is no danger in drinking the milk or eating the flesh found to be in healthy condition. The flesh of animals found to be suffering from the disease will not be sold for consumption. It will be buried in the Dairy Farm.

WAR STRICKEN FRANCE.

THE HONGKONG FUND.

In publishing the following statement of accounts of the Hongkong Fund for War-Devastated France, Mrs. Basil Taylor, the originator, desires to convey her thanks to all those who, by hard work, sympathy and subscriptions, assisted in the splendid result of this appeal. Special acknowledgment is made of the services of the General Committee in organising and carrying out so many different forms of money-making, including the meeting arranged by the Gymkhana and Jockey Clubs, which proved the best-paying entertainment of the whole; and special thanks are accorded to the Portuguese Community for the splendid and indefatigable work it did under the leadership of Mr. E. V. M. R. de Sousa, then the Consul General, also to the French community, and to the Chinese of the Colony, headed by the Hon. Mr. Lau Chu Pak and Sir Robert Ho Tung.

The proceeds of the Fund have been sent to M. Paul Hyacinth Luyson, 110 rue du Bac, Paris, who will consult with the French Minister of Reconstruction in regard to their distribution.

Through M. Reau, formerly Consul-General for France in Hongkong, the suggestion has been made that the name of Hongkong should be permanently given to that of some village in the devastated part of France which shall have been benefited by the Fund, to perpetuate the memory of the Colony's work for their people. This offer was unanimously accepted by the Committee, and in due course the name of the village so designated will be announced in the Hongkong papers. Mrs. Taylor hopes, after consultation with the Minister of Reconstruction in Paris, where she is going on her way home, to visit this town and write to Hongkong some account of the Colony's gold-child. Finally it is hoped that, although the Hongkong Fund for War-Devastated France has now been wound up, the Colony will continue for generations to come to take an interest in the village the Colony will have helped to create.

We are requested to add that Mr. Matheson, of the Chartered Bank, has kindly consented to receive and deal with any further sums which may come in to the Fund, and to receive and publish reports from France as to the progress of administration of Hongkong's contributions.

STATEMENT OF ACCOUNT.

CREDIT.

Pansy Day Fund.

Acknowledged in Press up to 5th March.

1920 \$11,848.26

Later subscriptions \$39.00

\$12,187.26

Gymkhana Club.

By cheque for net proceeds of St. Andrew's meeting on 29th November, 1919.

7,710.93

Lecture by Mlle. H. Van der Elst at City Hall on 1st December, 1919.

Collected by Mrs. Beavis, Mrs. Edgar Davidson and ladies assisting them.

\$238.85

Bookings through Messrs. Moutrie & Co.

128.00

\$382.45

Masked Ball on Friday, 19th December, and Cabaret on Saturday, 20th December, at Volunteer Headquarters.

Gate receipts (including coupons sold) including teas provided by Mrs. Taggart and conducted by Mrs. E. D. C. Wolfe.

\$871.50

Messrs. Moutrie & Co. (including coupons sold).

303.00

Messrs. Dunnally & Whyte. Profit on bar sales.

110.00

\$1,844.50

DEBIT.

Pansy Day and Cabaret Collecting tin.

\$45.50

Lecture by Mlle. H. Van der Elst at City Hall on 1st December, 1920.

50 per cent gross proceeds presented to Mlle. Van der Elst by a Belgium Fund.

186.72

Rent of City Hall (reduced price) and Caretaker.

77.80

\$27,353.75

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

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\$1,844.50

\$1,844.50

NOTICES

DAIRY FARM NEWS.

New Shipment of FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.
Finnan Haddocks - 50 " " "
Selected Kippers - 40 " " "
Red Herrings - 30 " " "

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25 cts. per tin.

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Everything Stall: Mesdames Hay, Edgar Davidson, and Everything Else Stall: Mesdames Scott, Harston.
Proceeds: Tombola and Luck 10p Stall per Portuguese Consul General Mr. E. V. M. R. de Sousa.
By collecting tin 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, and 86.
\$1,015.80

Portuguese Stall.
Proceeds: Tombola and Luck 10p Stall per Portuguese Consul General Mr. E. V. M. R. de Sousa.
By collecting tin 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, and 86.
\$1,015.80

Swiss Stall.
By collecting tin 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, and 86.
\$1,015.80

Hancherorne Statuary Group.
Raffle by Capt. Basil Taylor.
\$700.00

England v. Scotland Association.
Football Match, Boxing Day, December 26th. Increased by collections at Navy Cup Final of Xmas Day, per Mr. W. Nicholson, Vice-president, Hongkong Football Club.
\$62.82

Red Cross Cocker Book.
Sales and advertisements.
Mesdames French and Taggart.
406.20

Raffle.
Per Mrs. Frost, Kowloon.
\$800.02

Per Mrs. Basil Taylor. (1 lace shawl).
136.00

Interest, less stamps on cheques.
265.05

\$27,353.75

\$1,844.50

\$1,844.50

\$1,844.50

\$1,844.50

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J. T. SHAW

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"MISSOURI" Waltz.
A 2758 { The "VAMP" One Step.
"Behind your Silken Veil" Fox Trot.

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Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are through to determine the exact date of the ship's sailing, please apply to the shipping agent at the time of booking. The conditions on the Atlantic are as compared as on the Pacific. Atlantic passengers can be arranged to leave or arrive at all ports in Europe. Through sailings from Montreal to London, London to Hongkong, and Hongkong to Vancouver, and each intermediate port are available.

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HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

S.S. "WEST NIGER" ... August 7th.

ALSO

The following U. S. Shipping Board vessels

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
TENYO MARU	22,000	Aug. 12th
SHINYO MARU	22,000	Sept. 6th
PERSIA MARU	9,000	Sept. 17th
KOREA MARU	20,000	Sept. 30th
SIBERIA MARU	20,000	Oct. 12th

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 9th
SEIYO MARU	14,000	Nov. 9th

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
August 19th. August 23th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent 2151.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.
NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

To SAN FRANCISCO.

"BRAVE COEUR" ... 15th September.

To SEATTLE.

"WEST IVIS" ... 13th August.
"WEST ISON" ... 29th August.
"DEUEL" ... 16th September.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3908.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL. Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.
"GRACE DOLLAR" ... AUG. 15TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.
"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.

793.

SAN FRANCISCO.

U.S.S.B.

"WEST CADRON"

Sailing on August 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 793

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
SINGAPORESAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CLYMONT"

Sailing on the August 6th.

Operated on behalf of U.S.S.B. Emergency Freight
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

793

Manager.

SAILING DATES.

EUROPE, USA, ETC.

Peking	Aug. 6
Atsuta M. N. Y. K.	Aug. 10
Siberia M. N. Y. K.	Aug. 10
Taiyuan	Aug. 10
Tenyo M. N. Y. K.	Aug. 18
Monteagle	Aug. 12
West Ivan	Aug. 12
West Montop L. A. Co.	Aug. 12
West Cadron R. D. Co.	Aug. 12
Mexico M. N. Y. K.	Aug. 13
Penang M. N. Y. K.	Aug. 13
Alcinous	Aug. 14
Lahore	Aug. 14
Tokyo M. N. Y. K.	Aug. 15
Greenland	Aug. 15
Saucon	Aug. 15
West Camppaw P. S. Co.	Aug. 15
Kalyan	Aug. 15
Grace D. R. D. Co.	Aug. 15
Ixion	Aug. 17
Takada	Aug. 17
Eastern	Aug. 17
Onfa	Aug. 17
Aki M. N. Y. K.	Aug. 18
Nanking	Aug. 18
C. of Spokane	Aug. 19
Tenshin M. N. Y. K.	Aug. 20
Shidzuoka M. N. Y. K.	Aug. 20
Bellerophon	Aug. 20
Africa M. N. Y. K.	Aug. 21
Coast	Aug. 21
Prometheus	Aug. 22
West Hika	Aug. 23
Delight	Aug. 23
Akita M. N. Y. K.	Aug. 26
E. of Russia C. P. O. S.	Aug. 26
Plassy	Aug. 26
Birmingham	Aug. 27
Nile	Aug. 28
West Ison	Aug. 29
Kanagawa M. N. Y. K.	Aug. 30
T. ba	Aug. 30
Shinjo M. N. Y. K.	Sept. 6
Ningchow	Sept. 6
Alps M. N. Y. K.	Sept. 7
Chicago M. N. Y. K.	Sept. 9
Kansas	Sept. 10
Fushimi M. N. Y. K.	Sept. 11
Egremont C. D. N. Co.	Sept. 12
Vinita	Sept. 15
Easterling	Sept. 15
Cape May	Sept. 15
Brave Coeur	Sept. 15
Deuel	Sept. 15
Melville D. R. D. Co.	Sept. 17

JAPAN, COAST PORTS, ETC.

Loongsang	Aug. 6
Shinjo M. N. Y. K.	Aug. 6
Calcutta M. N. Y. K.	Aug. 6
Haisang	Aug. 7
Tibini	Aug. 7
Hanyang	Aug. 7
Teau	Aug. 8
Cheongshing J. M. Co.	Aug. 8
Kaijo M. N. Y. K.	Aug. 8
Hailong	Aug. 10
Chunsang	Aug. 10
Chusan	Aug. 10
Hinsang	Aug. 10
Shantung	Aug. 10
Choysang	Aug. 10
Kueichow	Aug. 10
Sosho M. N. Y. K.	Aug. 12
Nagato M. N. Y. K.	Aug. 12
Japan	Aug. 12
Haiyang	Aug. 13
Hsihiong	Aug. 13
Penang M. N. Y. K.	Aug. 13
Laisang	Aug. 14
Taksang	Aug. 14
Tyiboet	Aug. 19
Luzon M. N. Y. K.	Aug. 20
Tjikembang	Aug. 20
Tango M. N. Y. K.	Aug. 21
Eosten	Aug. 29
Tangshing	Aug. 31
Tisondan	Aug. 31
Shisen M. N. Y. K.	Sept. 1

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "SATSUMA"

ABOUT AUGUST 15TH.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to—
BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel, Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards

Sailing

S.S. WEST MOSTOP	Aug. 1	S.S. WEST MOSTOP	Aug. 12
S.S. WEST HIKA	Aug. 22	S.S. WEST HIKA	Aug. 25
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVER-
LAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern
Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, Shanghai,

Manila, Singapore.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING, NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
LAHORE	5,500	14th Aug.	Marseilles, London and Antwerp.
KALYAN	9,000	15th Aug.	
PLASSY	7,400	26th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	17th Aug.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

JAPAN	6,100	12th Aug.	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Passenger Messing not more than 14 ft. X 1 ft. will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Orient and Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Callin Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Callin Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU (Callin Manila) Sat., 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

ATSUTA MARU (Callin Manila) Sun., 15th Aug., at noon.
SHIDZUKA MARU (Callin Manila) Mon., 16th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

KANAGAWA MARU (Callin Manila) Sun., 15th Aug., at 11 a.m.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU (Callin Manila) Wed., 18th Aug., at 11 a.m.
TANGO MARU (Callin Manila) Wed., 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU (Callin Manila) Thursday, 26th August.

SOUTH AMERICAN PORTS via S'pore, Rangoon, Calcutta & Cape.

PENANG MARU (Callin Manila) Friday, 13th August.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU (Callin Manila) Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU (Callin Manila) Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU (Callin Manila) Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

CALCUTTA MARU (Callin Manila) Friday, 6th Aug.

SHINGO MARU (Callin Manila) Friday, 6th Aug.

NAGATO MARU (Callin Manila) Thursday, 12th Aug.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Java	in port	7th Aug.	Shanghai.
Hanyang	Java	8th Aug.	13th Aug.	Java.
Tjileboel	Java	14th Aug.	19th Aug.	Yokohama.
Tjikembang	Japan	16th Aug.	20th Aug.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overseas Points.

For Freight and Passage apply to the

Java-China-Japan Lij.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" (Call Marseilles) 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" (Call Marseilles) Friday, 13th August.

"CHICAGO MARU" (Call Marseilles) Thursday, 9th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" (Call Marseilles) Friday, 30th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" (Call Marseilles) Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJINI MARU" (Call Marseilles) Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overseas points U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU" (Call Marseilles) 21st August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HOSOLU MARU" (Call Marseilles) Thursday, 9th Sept.

JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" (Call Marseilles) Thursday, 3rd August.

NEW ORLEANS.

"BORSEO MARU" (Call Marseilles) Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" (Call Marseilles) Sunday, 8th Aug.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" (Call Marseilles) Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	6th Aug.	10th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAI"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 9th August.

S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and Apar Lines, connecting with S.S. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENSIN via W'wei	Cheongshing	Sun., 8th Aug. at d'light.
SHANGHAI & Tsingtao	Choysang	Tues., 10th Aug. at d'light.
HAIPHONG via Hoibow	Taksang	Tues., 10th Aug. at 8 a.m.
SANDAKAN	Hingsang	Tues., 10th Aug. at noon.
STRAITS & Java	Chunsang	Tues., 10th Aug. at 3 p.m.
STRAITS & Calcutta	Laisang	Sat., 14th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNED LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datur.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 14th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
NEWCHWANG	Hanyang	7th Aug. at d'light.
SHANGHAI & TSINGTAO	Tean	8th Aug. at d'light.
AMOY, SHAI & PUKOW	Shanlung	10th Aug. at 10 a.m.
SWATOW & BANGKOK	Chusan	10th Aug. at noon.
WEIHAIWEI, CHEFOO and TIENSIN	Kueichow	10th Aug. at 4 p.m.
SHANGHAI	Sunning	12th Aug. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landred in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Aug. 6, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. S. Thomson	TUES., 10th Aug. at 2 p.m.
Hailong	W. C. Passmore	FRI., 13th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	27th Aug.
"BIRMINGHAM CITY"	via Suez	27th Aug.
"KINGCHOW"	via Suez	6th Sept.
"CITY OF DUNKIRK"	via Suez	27th Sept.

* Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal, at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

From Haiphong the HAIMUN brought this morning 3,000 bags of rice for Hongkong.—Mooring C15.

From Newchang and Chafco the HUNAN came in this morning with 900 tons of soya beans for elsewhere and 150 tons of general merchandise for Hongkong.

Rice (2,100 tons) was consigned here this morning by the HUPEH from Saigon.—Mooring C 40.

The NAMSANG from Calcutta brought the European mails in this morning. She had 1,750 tons of general cargo for Hongkong and 83 tons for the North. Her passengers numbered 30 first-class, 36 second and 780 deck.—Mooring Kowloon Wharf.

From Liverpool the RHESUS brought this morning 780 tons of general merchandise for the Colony and 6120 tons for the North. She had on board for the Colony one bag of letter mail and 86 bags of parcels mails.

The Bank Line's SWAZI arrived this morning from Hamburg with 350 tons for Hongkong and 4,500 for the North and Japan.—Mooring A 33.

The SHINGO MARU, one of the N.Y.K. vessels, came into port this morning from Calcutta with 800 tons for the Colony and 2,500 tons for Japan.—Mooring Kowloon Wharf.

The N. Y. K.'s TOYOHOSHI MARU consigned here yesterday evening from Seattle 4,205 tons of iron, paper, matches, cotton, etc. She brought 348 bags of American mails.

The INDUS M. brought this morning from Bombay 1,750 tons.—Mooring A 23.

The Standard Oil Co.'s SEL-HABONEE brought yesterday from San Pedro 2,500 tons of fuel oil.—Mooring Laichikok.

From Seattle the CHUNSAUNG brought yesterday for Hongkong 2,857 tons of sugar. She encountered strong south west monsoon.—Mooring B 32.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the

TO-DAY'S PICTURES.



GERMAN LEADERS.

Above are seen (left to right) Herren Ernst, Noske, Meuller and Schmidt, who were given Cabinet posts after the Kapp revolt.



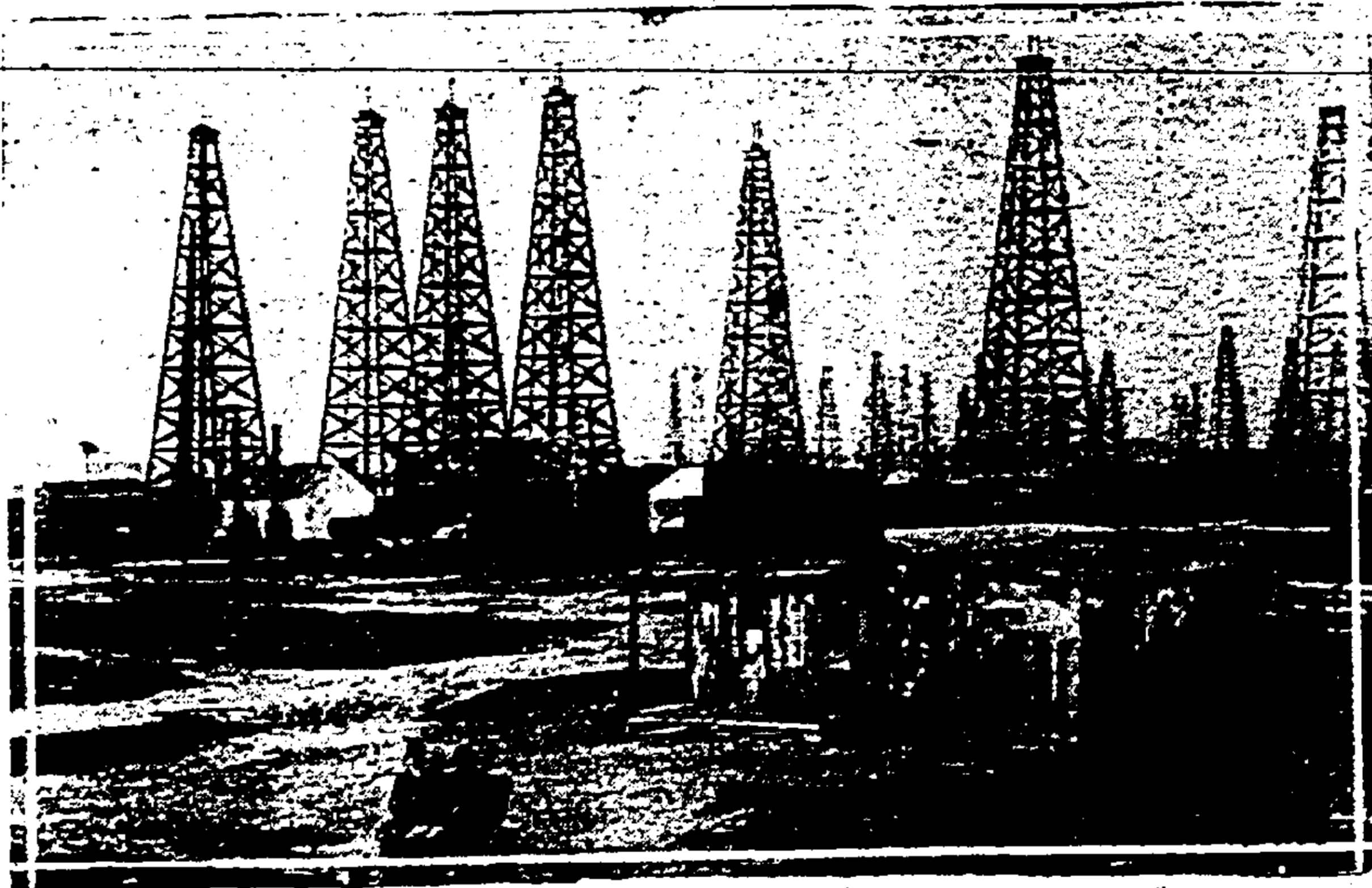
ROYAL MARRIAGE.

Prince Frederick (brother of the ex-Queen of Portugal) and Princess Margaret of Saxony, who were recently married.



WON BIG RACE.

The three-year-old "Man O'War" (Kummer up), winner of the Preakness Race at Baltimore. The purse was \$25,000 (gold.)



THE OIL REGION OF TEXAS.

What was at one time a deserted region near Beaumont, has turned out to be a most important oil region, and is now covered with paraphernalia for mining oil.



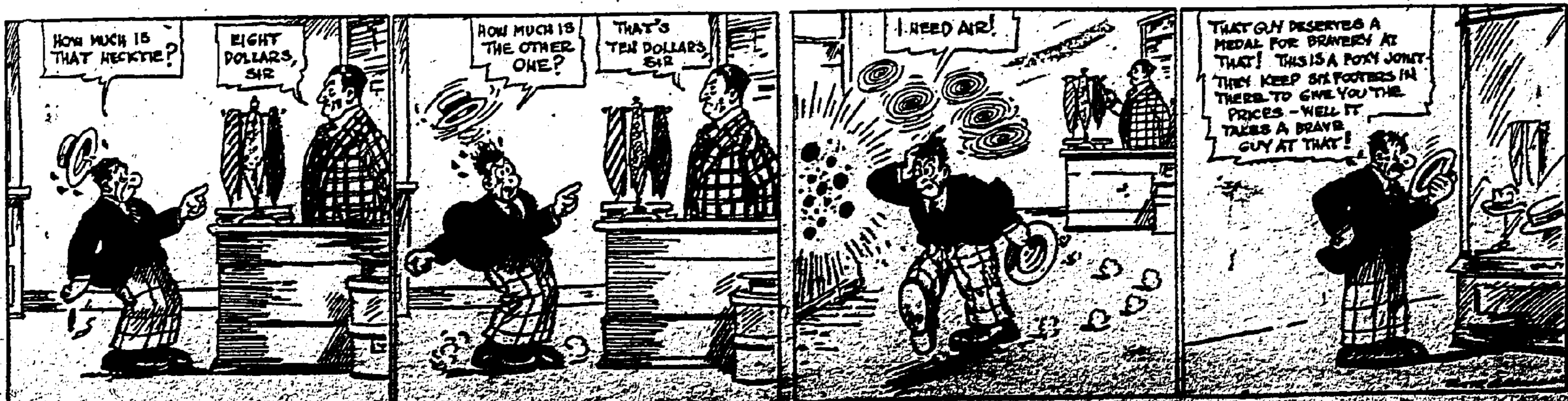
MR. F.W. JOWETT.

one of the British Labour Delegates to Buda Pest to investigate charges that the Hungarian workmen are being persecuted by the Government.

DOINGS OF THE DUFFS

Shopping Nowadays Has Its Thrills.

BY ALLMAN



POST OFFICE.

The insured letter and parcel services with Chihli, Shantung, Peking, Shanai, Kiangsu, Shanghai, Chekiang, Hupeh and Honan have been resumed.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per NAGATO M. 8th Aug.
U.S.A., Canada and Shanghai—Per MONTAGUE 9th Aug.
Shanghai—Per SUNNING 9th Aug.
Bombay—Per BOMBAY M. 9th Aug.
Shanghai and Japan—Per ATSU-TA MARU 9th Aug.
Straits—Per YOKOHAMA M. 12th Aug.
Bombay—Per TAIAN M. 13th Aug.

OUTWARD MAILS.

TO-MORROW.
Haiphong—Per ALLINGA 7th Aug. 11 a.m.
Tientsin—Per CHEONGSHING 7th Aug. 5 p.m.
Shanghai and North China—Per CHOYANG 7th Aug. 9 a.m.
Shanghai and North China—Per TEAN 7th Aug. 5 p.m.
Shanghai and North China—Per RHESUS 9th Aug. 2 p.m.
SUNDAY, 8th AUG.
Japan via Moji—Per INDUS M. 8th Aug. 9 a.m.
Saigon—Per PROSPER 8th Aug. 9 a.m.
Swatow, Amoy and Fuchow via Keelung—Per KAYO M. 8th Aug. 9 a.m.
Weihsaiwei, Chefoo & Tientsin—Per KUEICHOW 8th Aug. 9 a.m.

MONDAY, 9th AUG.
Japan via Nagasaki—Per BRANDENBURG 9th Aug. 11 a.m.

TUESDAY, 10th AUG.
Weihsaiwei, Chefoo & Tientsin—Per KUEICHOW 10th Aug. 9 a.m.

Philippine Islands, Sankakan, Australia, and New Zealand, via Thursday Island—Per TAIYUAN 10th Aug. Reg. 1.45 p.m. Letters 2.30 p.m.

Sandakan—Per HINSANG 10th Aug. 10 a.m.

Amoy, Shanghai & North China—Per SHANTUNG 10th Aug. 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, La Marquesa, S. Africa, India via Dhanushkodi, Egypt, and Europe via Marseilles—Per ATSU-TA M. 10th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow & Bangkok—Per CHU-SAN 10th Aug. 11 a.m.

Swatow, Amoy and Fuchow—Per HAILOONG 10th Aug. 1 p.m.

THURSDAY, 12th AUG.
Sandakan, Australia and New Zealand via Thursday Is.—Per TAIYUAN 12th Aug. Reg. 1.45 p.m. Letters 2.30 p.m.

Shanghai and North China—Per SUNNING 12th Aug. 10 a.m.

Swatow, Amoy & Formosa via Takao—Per SOSHU MARU 12th Aug. 8 a.m.

Shanghai, N. China, Japan via Honolulu, Canada, United States, C. & S. America and Europe via San Francisco—Per TENYO M. 12th Aug. Reg. 9.45 a.m. Letters 10.30 a.m.

FRIDAY, 13th AUG.
Shanghai, N. China & Japan via Kobe—Per YOKOHAMA M. 13th Aug. 10 a.m.

Swatow, Amoy and Fuchow—Per HAI HONG 13th Aug. 1 p.m.

SUNDAY, 15th AUG.
Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Moji, Canada, United States, Central and South America & EUROPE via Victoria—Per TOYO-HASHI MARU 15th Aug. Reg. 9 a.m. Letters 9.30 a.m.

MONDAY, 16th AUG.
Philippine Islands, Formosa via Keelung, Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America & EUROPE via Victoria—Per KASHIMA MARU 16th Aug. Reg. 8.45 a.m. Letters 9.30 a.m.

WEDNESDAY, 18th AUG.
Philippine Islands, Australia & New Zealand via Thursday Is.—Per AKI MARU 18th Aug. Reg. 8.45 a.m. Letters 9.30 a.m.

HOTEL LISTS.

HONGKONG HOTEL.

Corrected to 3rd August, 1930.

W. Anderson, F. L. Krenner, P. Ayer, Mr. and Mrs. J. Barr, Mr. and Mrs. G. F. Bartlett, Miss E. R. Bachelors, W. M. Bellis, Mr. and Mrs. C. H. Benson, Mr. and Mrs. S. Biney, T. Gordon Blyth, Mrs. G. Bonard, Mr. and Mrs. J. M. Brady, Mr. and Mrs. J. M. Brady, Mr. and Mrs. R. S. Brockman, J. F. Brownfield, W. H. Burgess, A. Campbell, A. C. Davis, J. Dewar, Miss V. Idris, Mr. and Mrs. D. R. Edwards, A. W. Ester, J. R. Farquhar, Engr. Capt. S. P. Ferguson, Miss G. Fonda, Miss C. Fontaine, T. Daniel Frawley, C. G. Fry, S. S. Gardiner, C. H. Goldie, G. M. Gordon, H. R. C. Giebes, Miss Giebes, Capt. Grierison, J. R. Hall, J. M. Ham, Mr. and Mrs. W. A. Hannibal, J. Hansen, A. Henderson, F. K. Hill, H. K. Hochschild, Mrs. Hooper, Master Hoppe, W. H. Howe, E. S. Jacard, Mrs. E. Jack, Mrs. E. R. Jones, E. Julien, V. B. Karanjan, Mr. and Mrs. R. Kewley.

PEAK HOTEL.

Corrected to 3rd August, 1930.

E. S. Abraham, Mr. and Mrs. R. Archer, Mr. and Mrs. A. Hunter, E. Ashton, Mr. and Mrs. E. O. Bird, R. Blacking, Mr. and Mrs. D. Sir Ellis Kadoorie, K. Blair, Mr. and Mrs. L. King, Booth, H. H. Kleinmiedke, G. G. Bridger, Mr. and Mrs. J. G. Bridger, Capt. and Mrs. J. B. Lamburn, Carson, Maj. and Mrs. J. R. S. Logan, L. Carter, H. C. Macnamara, G. F. Caville, P. J. Maitland, Mr. and Mrs. J. M. McAlister, W. Church, Miss K. McGregor, S. N. Clark, Miss K. McGregor, Mr. and Mrs. E. H. S. Mill, Capt. and Mrs. Montieith, Mr. and Mrs. G. Morgan, B. Crowley, Col. L. A. Nichol, D. C. H. Cully, H. H. Nott, D. F. Cuthill, Mrs. Proton, L. J. Davies, En. Com. W. E. B. Potter, Dawson, J. S. Robinson, N. R. Dick, H. W. Roger, Mr. and Mrs. Maj. and Mrs. F. J. Dickie, Sanders, Mr. and Mrs. C. E. Sandstrom, W. F. Duggett, O. F. Savage, Mr. and Mrs. John T. P. Shannon, Duncan, R. P. Shaw, A. W. Eastman, A. Findley Smith, G. E. Elms, H. Spicer, G. Eveleigh, Mr. and Mrs. A. V. Farmer, Stubbings, Mr. and Mrs. J. P. Swindells, Farmer, Mr. and Mrs. J. Syrett, J. Farmer, Mr. and Mrs. S. J. Syrett, Mr. and Mrs. R. B. Gen. F. A. Hale, Ventris, B. C. Hale, Mr. and Mrs. J. Van der Wa., D. Hall, Mrs. L. Hansen, Maj. Harding, H. H. Webster, C. J. B. Hestrom, Mr. and Mrs. Dr. and Mrs. G. E. Wiel, Holdert, A. Wilkinson, A. H. Hollingsworth, Mr. and Mrs. W. P. Williams, Mr. and Mrs. Winfield, C. E. Holmes, Marshall Wood, H. O. Hope, Maj. R. B. Young.

PALACE HOTEL.

Corrected to 4th August, 1930.

J. Aned, T. Manix, Mr. and Mrs. A. Marks, Mr. and Mrs. C. K. Benz, Mr. and Mrs. T. Matthews, Capt. T. Brown, Mr. and Mrs. L. A. K. McDougall, E. Chook, E. A. Neilson, H. Harent, E. Nicholls, Mr. and Mrs. H. E. Harey, Mr. and Mrs. J. Robertson, Miss V. P. Keeloff, A. W. Keeloff, Mrs. V. T. Keeloff, H. Stainfield, & child, J. V. Stainfield, Mr. and Mrs. C. O. W. Williams.

Dr. Graham's Home.

Corrected to 30th July, 1930.

Mrs. W. N. Bar, E. G. Kniper, Dr. C. G. S. Bar, Mrs. K. G. Kniper, Mrs. C. G. S. Bar, J. J. Lossins, Mrs. C. G. S. Bar, E. M. Madden, Master & Miss (2), Mr. and Mrs. W. H. Hough & 2 daughters, W. Blackett, G. McKennie, Mr. and Mrs. R. P. W. G. Melis, Boyce, Mr. and Mrs. J. Mitchell, Brookhins, C. L. Packe, Mrs. A. Bryan, Mr. Peters, 2 children, Mrs. Peters, Lieut. J. J. Miss Peters, Bryant, z.z. Thos. Bennett, Mr. and Mrs. Ben Arthur W. Ro, Mrs. C. Bryd, Miss E. M. Rudy, Consul A. E. Car, Dr. and Mrs. H. Scott, Mrs. A. E. Carle, Mr. J. S. Smith, Miss E. A. Chur, Mr. C. A. Ste, child, Mr. C. A. Ste, H. Day, E. Stock, H. F. Farthing, Mrs. H. Tarby, Miss Foster, Miss Tonkin, Miss Garrison, Miss Turley, Mr. and Mrs. Bishop Warner, I. L. Hess, Mrs. Warner, Miss N. E. Jones, Miss Warner, R. de Kat, John Wolfe, H. A. de Kat, Leslie Wolfe, Mrs. M. de Kat, & 3 children, Miss D. R. de Kat, Miss Wolfe, A. Kirk, E. P. Walters.

CARLTON HOTEL.

Corrected to 27th July, 1930.

Mrs. Allison and Mr. and Mrs. Van Horn, child, Mr. and Mrs. W. Bahr, Mr. and Mrs. P. Baverstock, Huddleston and C. Botley, Family, E. Bountiff, Mrs. L. Johnson, Miss J. Bountiff, Miss Kreeley, S. Bountiff, P. Krogh, J. M. Bowen, D. Kerr, Mrs. F. E. Cameron, Miss Kinsey, on Mr. and Mrs. Dr. and Mrs. Clapp, Leonards, Mr. and Mrs. K. Logan, Clarke, D. Mair, Miss Coulson, Mr. and Mrs. H. Cumming, Maywhite and Mr. and Mrs. Family, Dane, Mrs. McCullum, Mr. and Mrs. McIntosh, R. Davis, Mr. and Mrs. J. G. Melting, H. F. Denniston, J. Nida, H. K. Desmond, A. Peterson, E. Emmanuel, O. A. Reinking, E. Evans, U. Risk, Mr. and Mrs. O. F. Rookledge, A. Soria, Miss V. Field, Miss Soria, L. Gibson, Mr. and Mrs. Mr. and Mrs. Schuler, Gordon, Mr. and Mrs. M. Gregory, Spiers, Miss L. Gray, B. Standish, Miss F. Harrington, Miss Entie, G. Swanson, Leyland Hodgson, Miss Vernon, Miss Holliman, A. Winan, C. Holloway.

WEATHER REPORT.

Aug. 6d. 12h. 05m.—No returns from Japan and Vladivostok. Pressure has increased slightly at all reporting stations; it remains low over China, and fresh S.W. winds will continue over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.49 inches, against an average of 54.56 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap S. and S.W. winds, moderate; fair.

2 Formosa Channel The same as No. 1.

3 South coast of China between H.K. & Hainan. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

C. W. JEFFRIES, Director. H.K. Observatory, Aug. 6.

METEOROLOGICAL.

Previous Day on date on date.

Barometer 29.59 29.63 29.66

Temperatures 86 83 89

Humidity 74 82 72

Wind Direction SW. SW. SW.

Wind Force 4 3 2

Weather 0 0 0

Rain 0.04 0.00 0.00

Highest open air Temperature on the 5th 87

Lowest open air Temperature on the 6th 83

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Banks s. 615

Marine Insurances.

Cantons n. 330

North China n. 150

Unions n. 175

Yangtze n. 230

Far Eastern n. t. 175

Fire Insurances.

China Fire n. 123

H. K. Fire n. 315

Shipping.

Douglases n. 80

H.K. Steamboats n. 245

Indos (Def.) n. 18

Indos (Def.) L. R. a. 220

Shells n. 130

Ferries n. 27

Refineries.

Sugars n. 236 1/2

Malabons n. 56

Mining.

Kailans n. 92 1/2

Langkats n. 15 1/2

Shanghai Loans n. 130

Shai Explorations n. 38 1/2

Raubs n. 27 1/2

Tronohs n. 27 1/2

Ural Caspian n. 27 1/2

Docks, Wharves, Godowns, &c.

H.K. Wharves n. 84

K. Docks n. 152

Shai Docks n. 125

N. Engineerings n. t. 29

Lands, Hotels & Buildings.

Centrals n. 103

H.K. Hotels n. 125

L. Invest. n. 109

H. Phreys Est. n. 7.90

K. Loan Lands n. 31

L. Reclamations n. 140

West Points n. 51

Cotton Mills.

Ewes n. t. 569

Kung Yik n. t. 52

Lau Kung Mow n. —

Oriental n. —

Shai Cottons n. 270

Yangtze Spools n. 35 1/2

Miscellaneous.

Cements n. & sa. 7.20

China Borneo n. 7.30

Do. Light old n. 7.40

China Providents n. 22

Dairy Farms n. 19 1/2

Electric H. K. n. 27

Electric Macao n. 23

Hongkong Ropes n. 6.60

Hk. Tramways n. 6.10

Peak Trams, old n. 60 cts.

Do. new n. 5

Steam Laundries n. 10

Steel Foundries n. 13 1/2

Water-boat n. 5.80

Watsons n. & sa. 11 1/2

Wm. Powells n. 35

Wiseman n. 120 s. 125

Bk. East Asia n. —

Centrals n. —

Macau Elec. n. —

Hongkong, Aug. 6, 1930.

TIDE TABLE.

2nd to 8th August 1930.

Day	High Water	Low Water	Day	High Water	Low Water
Mon. 2	10 12	7.9	Mon. 5	11 11	8.1
Tues. 3	11 3	6.8	Tues. 6	12 13	9.1
Wed. 4	11 51	6.8	Wed. 7	12 13	9.1
Thurs. 5	11 51	6.8	Thurs. 8	12 13	9.1
Fri. 6	11 51	6.8	Fri. 9	12 13	9.1
Sat. 7	11 51	6.8	Sat. 10	12 13	9.1
Sun. 8	11 51	6.8	Sun. 11	12 13	9.1

m morning, a afternoon.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.

T/T 4/2
Demand 4/2 1/2
30 d/s 4/2 1/2
60 d/s 4/2 1/2
4 m/s 4/2 1/2
T/T Shanghai Nom.
T/T Singapore 181
T/T Japan 152
T/T India Nom.
Demand, India Nom.
T/T San Francisco & New York 75 1/2
T/T Batavia 213 1/2
T/T Marks Nom.
T/T France 10 40
Demand, Paris —

BUYING.

4 m/s L/C 4/4 1/2
4 m/s D/P 4/4 1/2
6 m/s L/C 4/5
30 d/s Sydney and Melbourne 4/5 1/2
30 d/s San Francisco & New York 77
4 m/s Marks Nom.
4 m/s France 11.00
5 m/s France 11.20
Demand, Germany —
Demand, New York 77 1/2
T/T Bombay Nom.
Demand, Bombay —
T/T Calcutta Nom.
Demand, Calcutta —
Demand, Manila 154
Demand, Singapore 181
On Saigon Nom.
On Bangkok 50 1/2
Sovereign 4.70 Nom.
Gold leaf per Tael 31.60
Bar Silver, ready 58 1/4
forward 58 1/4
Bank of England rate 7 1/2
New York/London 3.55 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces \$1/5 dis.
10 " " \$1/5 dis.
5 " " \$1/2 dis.
Canton subcoins \$10 1/5 dis.

NOTICES.



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TO-DAY at 5.15 & 9.15 p.m.

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MABEL NORMAND

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"SNUB COMEDY." BRITISH GAZETTE.

at 7.15 p.m.

"THE SILENT MYSTERY"

Episodes 8 & 9.

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TO-NIGHT! TO-NIGHT!

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"PASSION"

a five-part photoplay of modern life.

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